



3rd Quarter
2007



"Rest well, yet sleep lightly and hear the call, if again sounded, to provide firepower for freedom..."

THE JERSEYMAN -- 5 Years Nr. 55

1967 - 1968



THE JERSEYMAN

Editor's Notes:

About a year or so ago, we asked volunteer **Chuck Hamilton, Lieutenant USN/Retired**, if he would provide *The Jerseyman* with his story of guiding USS *New Jersey* into dry dock, and preparing her for Vietnam. His detailed story provides an informative look at what was required, and by the way, he was also keeping his eye on a hurricane heading toward Philadelphia...

We also asked Chuck if he would write up another story about Engineering aboard USS *New Jersey*, and he was well qualified to write it. During his 20 year naval career, Chuck Hamilton graduated from the US Navy's Boilerman Class A, B and C schools, plus Class B Instructor school, and he also qualified as Engineering OOW in-port and at sea for 600 #PSI steam plants (Essex Class Carriers), and as Engineering OOW in-port and at sea for 1200#PSI steam plants (CV-60 Super Carrier Class). In addition, Chuck is also qualified as OOD in-port and at sea in USS *Saratoga* CV-60.

With thanks, the USS *New Jersey* dry dock photos shown in this issue were provided courtesy of **RADM J. Edward Snyder, Jr., USN (Ret.)**, and by **Lieutenant Chuck Hamilton, USN (Ret.)**. And once again, we owe our thanks to **Volunteer Andy Roppoli** for digitizing these 35mm slides from **RADM Ed Snyder**....



In this issue, we also have a story told by **Arnold Kleeberg, Captain, New Jersey State Police/Retired**. In 1954, and while a member of U.D.T. (Underwater Demolitions Team), Kleeberg recalled an underwater exercise directed against USS *New Jersey* while the ship was at anchor in Guantanamo Bay, Cuba.

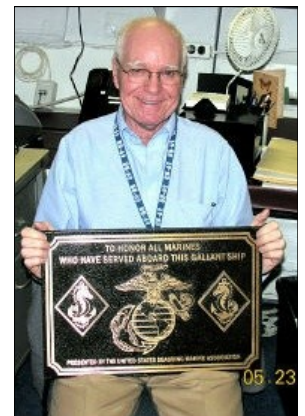
As a follow-on to Captain Kleeberg's story, ship's **Volunteer Carl A. Williams, a former Superintendent of the New Jersey State Police** said... "I gained a lot of respect early on for Captain Kleeberg from when he was the New Jersey State Police Instructor training new recruits in Water Survival/Water Rescue. I remember those water classes, and they were not easy... but we learned from the best there was, and that was Arnold."

In early May, we received comments from a west coast reader who particularly enjoyed the USS *Slater* (DE-766) photos and story by **Volunteer Andy Roppoli** in the last issue. Because of health reasons, this WW2 sailor is not able to make a visit to the last of the Destroyer Escorts in Albany, N.Y., and he served in one during most of WW2. We also heard from cartoonist **Hamp Law** in Louisiana, who talked about his retired friend, Doc Jim Henderson, who also enjoyed the *Slater* photos and said: "I served in that kind of vessel in 1946". With the help of our readers, and for the shipmates around the country that are not able to get around too well anymore, we would like to include more Historic Naval Ship stories and photos in our future issues of *The Jerseyman*. If any *Jerseyman* readers happen to visit one of the Historic Naval ships like USS *Kidd* in Baton Rouge, USS *Turner Joy* in Bremerton, the USS *South Dakota's* hull outline in the fields of Sioux Falls, USS *Blueback* (SS-581) in Portland, SS *American Victory* located in Tampa etc... (and there are more than 100 others,) we ask if you would please share the impressions of your visit and your photos with *The Jerseyman*, and we will promptly return all photos on request. Please send to the address shown on the back cover, and we ask that you please remember to include your home phone number. Many thanks!

From Bob Walters, Battleship New Jersey Archives Manager: "We are asking all former USS *New Jersey* crewmen to please continue the expanding flow of artifacts coming in for the Battleship New Jersey archives. One donation recently received, was a 40" bandolier of 25 CIWS 20mm casings from former crewman **BT2 Dave Nadzam** of Anaheim, California, and these shell casings are now undergoing a proper "brightwork" treatment by our volunteer "Brassmeisters." Another recent donation was almost 500 original 8 x 10 photos that were used for the 1950's Cruise Book "*Salvo*". They were donated by **Lieutenant Commander Robert Pfeiff, USN/Ret.**, of Seneca Falls, New York during his recent visit to the ship."

If you have an artifact or two that you might consider as a donation to the Battleship New Jersey archives, please contact Bob Walters at: **(856) 966-1652, Ext. 202**.

Thanks. - TH



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Chuck Hamilton, Williamstown, NJ

USS Cabot (CVL-28)
 USS Tarawa (CVA-40)
 USS Randolph (CVA-15)
 USS Saratoga (CVA-60)
 Philadelphia Naval Shipyard
 Battleship New Jersey volunteer - 7+ years...

Dry Docking USS *New Jersey*... September 1967

by Chuck Hamilton, Lieutenant, USN (Retired)

"...after nine years sea duty on two Aircraft Carriers (USS *Randolph* (CV-15) and USS *Saratoga* (CV-60), I was transferred to the Philadelphia Navy Yard as Ship Superintendent for the activation of USS *New Jersey* (BB-62).

As an LDO (Limited Duty Officer), I wasn't required to qualify as a dry docking officer, but I thought it would be an accomplishment to have it in my record. To qualify, there is a requirement to serve as an Assistant Docking Officer for three dry dockings and three un-dockings, and then dry dock two ships and un-dock two ships on your own with a qualified docking officer standing by.

What follows, are the planning details involved for dry docking USS *New Jersey*. And, as with all ship dry dockings, it was a complex operation.

First, the Design Division at the Philadelphia Navy Yard located, and had made available, an up-to-date docking plan for USS *New Jersey*. These docking plans are used to show what may have been added or deleted from the bottom of the ship since the last time she was in dry dock. Three docking plans are used in succession for all ships, so that in 3 consecutive dockings, the entire bottom of the ship will have been cleaned and painted. Once it was decided which of the 3 plans were to be used for this docking, the Dockmaster set up with the shipwrights for the assigned dry

dock and the schedule to be followed for when the ship is in place.

Only three of the five dry docks at the Philadelphia Naval Shipyard were capable of handling Battleship New Jersey, and #3 dry dock was the one chosen for the job. It would be docked 'Bow North on Friday, 15 September 1967,' and the shipwrights were directed to lay out the blocks according to Docking Plan #2.

A blocking plan view of the ship also shows the complete block arrangement under the ship, plus all underwater hull openings and appendages, so we could avoid setting these areas on top of the blocks. As docking officer, I would also need the critical characteristics of the ship, such as; 'Moment of trim to one inch', 'Tons per inch immersion', 'Moment to heel one degree', 'Center of Gravity', and the very important bearing load on the blocks.

The docking keel blocks are standard at 3½ feet long, and 4 feet wide. The bilge, or side blocks, vary in size depending on the shape of the ship. Keel blocks are used on the flat bottoms, while bilge blocks are used on curved areas. Sometimes we also used shoring timbers to add stability to ships while in dry dock. These would be the timbers that are fitted from the side of the dock to the side of the ship. The Philadelphia Navy Yard seldom used shores in the graving docks, but on occasion would use them on the Marine Railway in the back channel for Fleet Type Submarines.

If anyone has wondered how they constructed these blocks, this is how it is done. Each block consist of a 4 inch thick base that is 3 and a half feet long, and 4 feet wide, plus a reinforced steel/concrete block 2 feet 6 inches high. Three fourteen by fourteen inch oak timbers are bolted to the top of the concrete. These are then capped with four inches of Douglas Fir. The soft fir compresses and acts to even the load on the blocks that are caused by irregularities in the ship's hull.

When we received word that *New Jersey* was prepared to be docked, she was placed on the yard's Docking Schedule Board. At that time, I also began close liaison discussions with the civilian Docking Master. This contact was necessary so that when the docking plan was received from the Design Shop, the Docking Master could have his Shipwrights set up the blocks in the assigned dock, and positioning them as one, two or three, depending on the previous docking plan for BB-62. It also had to be decided on whether the ship was to enter the dock bow first, or stern first. USS *New Jersey* was assigned to Dry Dock #3, with Bow North (Bow first,) and using Docking Plan #2.



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After all the planning was completed, the Shipwright Supervisor then proceeded to set up the dock. His first block was the Aft Starboard bilge block, and all other blocks were set up in relation to this first block. After all the blocks were set in position, their heights were built up with shims to assure that each one was perfectly level. There is absolutely NO room for error in the setting up of these blocks, and they must be accurate to within one eighth of an inch. When the Supervisor is satisfied that all blocks are properly set, he then established a sight-line on top of the dock. Generally, there are three positions used for them... #1 for the bow athwartships (side-to-side), #2 for the stern athwartships, and #3 the stern longitudinally. When this was completed, the Supervisor notified the Dockmaster, who in turn notified me.

At this time, I personally checked the dimensions, and the positions of each block, and to make sure they were set up exactly within the docking plan. I also confirmed that the blocks would not interfere with any hull openings or underwater probes that project out of the bottom of the hull. When all of these were checked and that each measurement was correct, I ordered the dock flooded to nine feet. This was just enough to cover the blocks so that they could not be tampered with prior to the docking. This preliminary flooding precaution is done because according to Navy Regulations, the docking officer is solely responsible for the safety of the vessel from the moment it starts to cross the sill of the dry dock, 'pointed fair' until she is safely resting on the blocks.

Then comes the coordination between the various yard shops, plus the ship's crew and the river pilot, in order to get the ship into the dock and safely on the blocks within the scheduled time. And because of their deep draft, this coordination is especially critical with the larger ships such as battleships and aircraft carriers. A second controlling factor establishing the planned sill time of the ship, is the wind speed and direction on the superstructures of the large ships - they act as sails in heavy winds. Another consideration would be the incoming or outgoing tide, which can move the ship sideways while entering and lining the ship up to the dock.

When all of these preparations were completed, it became time to set up the schedule for the docking. We then would held a meeting with representatives of the individual shops taking part in docking USS *New Jersey*.

1. Ship's company (if there is one at the time.)
2. Shipyard Pilot and Tugs
3. Shipwrights (Shop 64)
4. Riggers (Shop 72)
5. Temporary Service Mechanics (Shop 99)
6. Pump Well Operators (Shop 03)

Each of these groups needed to be kept informed of the scheduled time, and they also needed ample time allowed for them to perform their own special functions. Based on these discussions, I issued a bulletin time schedule identifying USS *New Jersey* as the ship to be dry docked, the berth she was to be moved from, the dry dock to be used, the time she was to cross the sill of the dock, and the time the dock was to be flooded. Even with all of this preparation, the dry dock had to be cancelled and rescheduled - a hurricane was coming up the East Coast on the scheduled date.



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A couple of other things that should be mentioned, is that the clearance on each side of the New Jersey while going across the sill was only 36" on each side. You must keep a three foot difference between the river and the dry dock to keep the caisson sealed. When the caisson is flooded at the sill, only water pressure holds it up tight to the sill and maintains the seal. When the Pilot gets the ship properly lined up and starts across the sill, the docking officer now takes command of the ship. As soon as this occurs, I notified the Pilot, who then notified the Captain, that I had command and they issued acknowledgement that the ship was now my responsibility.

‘... this is like setting the length of three football fields, high and dry, with 1/8 inch of clearance.’

At this point, a line was placed on the bow and winched into the dock to where she would sit on the blocks. Line handlers moved from cleat to cleat maintaining the ship centered in the dock until it was within the benchmark lines of the benchmarks on the sides of the dock, and finally at rest on the blocks. As an interesting comparison, this is like setting the length of three football fields, high and dry, with 1/8 inch of clearance.

After the work was completed, we reversed the procedure, refloated the ship, removed it from the dock, and placed her at the pier ready for service... ‘just like changing a baby’s diaper and sending her out with a clean bottom.’

Although I have dry docked other ships, including USS *Shangri-La* (CV-38), I know that for me, dry docking USS *New Jersey* was the highlight of my 20 year naval career.

Submitted by:

Volunteer Chuck Hamilton, Lieutenant, USN/Ret.

Williamstown, New Jersey

The Engineering Department aboard USS *New Jersey*...

by **Chuck Hamilton, Lieutenant, USN (Ret.)**

When Tom asked me to write this up, he said to try keeping any descriptions as non-technical as possible, I have to say that this became a huge challenge, and I hope I succeeded.

To start, everybody know that the Engineering Department and power plant are the heart of the ship, but not many folks, other than the “snipes” that power the ship day to day, ever talk or think about it very much. It is just assumed as a given that when the Captain wants power to move this giant ship, he gets it, and he gets it now! Case closed.

On the Iowa-Class battleships, this all begins with eight Babcox and Wilcox boilers that supply 219,000 pounds of steam per hour - each. The operating pressure needed is 600 PSI steam, and up to 850° superheated. Each boiler has five burners on the saturated side that make the steam, and four on the Superheated side to raise the temperature from 580° to 850° at 600 PSI. The superheating of the steam is needed to make it 99.9% dry so as not to produce any water droplets on the turbine blades.

Each burner can, depending on the sprayer plate size, burn up to 300 gallons of fuel per hour, or 2,700 gallons per hour per boiler, or 21,600 gallons per hour for all eight of them. The *New Jersey* has the capacity of carrying 2.5 million gallons of fuel for the boilers.

When this ship, and others of her class were built for World War 2, and even for other ships up until the 1970’s, used a light bunker fuel called “Navy Special” (NSFO), and it had to be pre-heated to 150° F., to make it flow and to atomize easier. Later on, the navy changed to distillate fuels much like JP9 jet engine fuel. This switch-over required some changes like removing the oil pre-heaters, tightening clearances on the fuel pumps, and different sprayer plate sizes. But less maintenance was achieved on the fireside cleaning of carbon buildup on the tubes as the new fuel burnt much cleaner and much hotter.



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The four main engines and reduction gears were manufactured by Westinghouse and generate 53,000 HP each in the ahead mode, and 11,000 HP each in the astern mode, or a total of 212,000 HP ahead for a top speed of 33 knots. Now it begins to get just a little bit more technical... so please bear with me.

Each engine is made up of an HP-LP Turbine, double reduction gear, line shafting and a propeller. The HP Turbine with rotating and stationary blades, takes the steam energy to rotate the turbine. The energy that is left in the steam goes through a cross-over pipe to the LP Turbine, passes through rotating and stationary stages of the turbine, and the steam is condensed back into water in the main condenser by cooling it with sea water. It is then sent back to the de-aerating feed to be re-used for making steam.

It should be noted that each engine is a "locked train system," which means when one item rotates, every rotating element rotates from turbines to the propellers.

The 15' to 17' Bullgear is coupled to the main propeller shafts, that are 23" in diameter, hollow, and 4 1/8" thick. The length of each propeller shaft varies due to the location of the engine in the ship, and the shafts are numbered from starboard to port. The shaft lengths are: #1-340', #2- 243', #3-179' and #4-279'. The shafts are supported by large babbited bearings back to the stern tubes, and strut bearings where the bearing material is hard rubber (these have been changed to hard rubber since WW2.)

These babbited bearings are lubricated with 2190 oil. The stern tube and strut bearings are lubricated with sea water. One additional, and very important bearing is the "Kingsbury thrust bearing" on each shaft, and that takes the axial thrust for the propellers to push ship through the water.

The four propellers on Battleship New Jersey are made of bronze, and were cast and balanced in the Philadelphia Navy Yard foundry/Propeller shop, and which is still operational today. Of the four propellers, two are four bladed (outboard) at 18'3" diameter, and two are five bladed (inboard) at 17' diameter. The propeller direction for ahead propulsion is counter clockwise for port units, and clockwise for starboard units looking forward. There is an approximate 6 RPM speed differential between the inboard (5 blade propellers), and the outboard (4 blade propellers) at full power.

To supply electrical power to the ship, there are eight ship's services turbine generators that were manufactured by Westinghouse, in East Pittsburgh, Pennsylvania. Each of these generators are capable of 1250 K.W., or enough to supply power to a city of 35,000 people, and we also have two emergency generators for minimum power in case of an emergency.

Battleship New Jersey also has three sets of triple effect evaporators (Distilling plants) that are capable of making 120,000 gallons of feed and potable water from sea water per day. The feed water must have a salt content of less than .2 parts per million gallons to be used in a boiler, and is also treated with a boiler compound to remove any minerals left after running through the evaporation process. Potable water is used for cooking, drinking and showers, and can have a slightly higher salt content, but it is also chlorinated to remove any bacteria. When in port, potable water can be received through a hook-up on the pier, or a water barge if at anchorage, but we are very careful about this entire drinking water process when the ship is in foreign ports.

The Engineering Department on board is run by the Chief Engineer, and on large ships the Chief usually holds the rank of a full Commander. The Chief Engineer would normally have 3 Lieutenant Commanders as assistants for main propulsion, damage control, and electrical. Their responsibilities include the five engineering divisions, and the individual division responsibilities would break down this way...

The Main Propulsion Officer is responsible for "B" and "M" Divisions - -

"B" Division - responsibilities are the boilers and all associated machinery within the fire rooms. The oil shack takes the responsibility for all combustion fuels, general operation of the ship, all the feed and potable water, also the testing of fuels, lubricants, and to make sure that the potable and feed water are free of any contaminants. Plus the transfer of fuels and water from reserve to service tanks while making sure that the ship stays on an even keel.

"M" Division - responsible for the four main engines, line shafts and bearings to the four propellers, and operation of the eight turbine generators. M Division is also responsible for all the pump and bearing lubricants.



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The Damage Control Officer is responsible for “A” and “R” Divisions - -

“A” Division - has the machine shop, air conditioning, storage reefers, evaporators and diesel engines, including the small boats, all hydraulics and including the rudders.

“R” Division - responsibility in this division is Damage Control first. To cover all that Damage Control may need, R Division has a Pipefitter shop, Carpenter shop, and a Metal smith shop. The Pipefitters handle all the plumbing, steam heat, fire mains and drainage throughout the ship. The Carpenter shop maintains and shores up bulkheads that may be damaged from enemy action or heavy seas, and maintains the ship’s fire-fighting equipment. The Metal smith shop handles arc and gas welding, metal bending, construction and repair of all metal on the ship.

The Electrical Officer is in charge of “E” Division - -

“E” Division - is responsible for all the electrical power on the ship. This includes the power distribution boards in each engine space. There is also a rewind shop right next to the machine shop so if it is needed, electric motors can be rebuilt and with bake ovens to dry the windings out. The ship also uses both DC and AC power. DC is mostly for special frequency generators to supply Radar, Sonar and Degaussing equipment. AC is for all the other normal power requirements for lighting and electrical motors and systems. E Division is also responsible for the sound powered systems aboard with their IC Electricians.

To maintain and keep the ship operational, there are many spare parts, lumber, steel, brass stock and sheet metal stored throughout the ship, and much of it was stored inside the uptake spaces on the second deck.

In my view, we need to say a lot more about engineering and what they do, especially on the Iowa-Class Battleships. We need to remember that before the advent of long-range guided missiles, it was up to the power plant on these battleships to quickly get them within range, and to keep them there. For USS *New Jersey*, and for her sisters, this meant about 23 miles from the intended target. Continual engine upkeep and maintenance is critical for their primary mission, and with thanks to the “snipes,” our Marine Corps could always count on the big guns of USS *New Jersey* being there for them.

Submitted by:

Volunteer Chuck Hamilton, Lieutenant, USN/Ret.

Williamstown, New Jersey



11 November 1999 - USS *New Jersey* arrives home at the Philadelphia Naval Shipyard and along with many others on that day, my wife and I were there to greet her...

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Howard Schnauber - November 17, 1994
Oral History Interviewer: Rheba Massey

Howard Schnauber was just 19 that day in 1941 when he went into the army recruiting office and asked what the army could do for a young man. The recruiter's reply was, "What could you do for the army?" Howard, a farm kid, didn't know the answer to that question, but the marine recruiter across the hall called him over, and said "I like your attitude." "Ten minutes later, I was in the Marine Corps," Harold laughed. When he was interviewed in 1994, half a century later, he was still proud of having been a Marine.

Howard was born in Watertown, New York, and spent his first seven years in an orphanage, until he was farmed out to the Schnauber family who changed his name. He left them when he was just fourteen and was on his own, working on farms and for the Civilian Conservation Corps.

Howard went through boot camp at Paris Island and was infused with the high standard for discipline necessary to the corps. He was sent to New Zealand and then to the Guadalcanal Islands on August 7, 1942. Only two of the seven men he went in with survived. When he reached the beach, he dropped down behind a big coconut log and was able to silence the machine gun fire directed at the scene before him, along with a chaplain praying over a dead Marine. Howard wondered how the sniper firing from a cave had missed hitting the minister. "I guess it kind of makes you believe in something more powerful than we are."

"That was my first experience as a young marine in combat . . . We saw a lot of things that a human body shouldn't see-- the type of things that stay with you the rest of your life . . . maybe God kind of messed up when he made the human body. Why didn't he put a device in there that would let you forget what happened 50 years ago? Today I don't even know what I did yesterday . . . but I can remember what happened. . . These are the things that, in later years in life, come back to bother you."

The marines took Guadalcanal and then went to Australia where they regrouped, and even had some good times, such as a Christmas dinner shared with a kind family. Then they went up the coast of New Guinea, and the day after Christmas hit Cape Gloucester, making five separate landings. The last was at a Catholic mission which sheltered some lepers and where they found some nuns who had been horribly tortured by the Japanese.

The marines regrouped at the Russell Islands and then hit the island of Peleliu where 17,000 marines were lost. The Japanese had held the island for many years and were entrenched in caves and tunnels. "You didn't stand much of a chance. But we did end up taking the island. We secured it and then I was sent home." Taking the island was accomplished with the help of heavy artillery and air support, but mostly the sacrifice of many young lives. Howard said it was a matter of "perseverance" and "guts"; but still, some Japanese held on in the caves for two years, even after the island was secured. The Japanese were so determined not to surrender, that Howard feels the Hiroshima bombing saved lives on both sides.

Morale among the Marines remained high, with the exception of one man who could not stop crying; for the majority the mood Howard remembers was "enthusiasm." Howard is proud to have served with the "finest fighting unit in World War II." Not all of war was terrible. He recalls some beautiful things, such as a church choir on the shore singing, "Now is the Hour (when we must bid adieu)" as they backed out of Melbourne, Australia's harbor.

Howard was wounded four times during World War II and once in Korea. He has scars and has a knee replacement, but . . . "Nothing was so bad that I couldn't get over it. The people that I came in contact with in hand-to-hand combat, they're dead and I'm alive and that makes me feel good."

Howard, having been shipped home from the Pacific with a war injury, was in Washington, D.C. as a guard at the White House when the victory in Europe was declared. When President Roosevelt died, Howard stood guard duty for six hours when the president's body was lying in state in the rotunda. Howard recalls this president fondly, especially for his respect for the Marines. Mrs. Roosevelt felt differently; she thought the Marines "should be put on an island and rehabilitated for six months before we were allowed back into the States. We resented that!"

On V-J Day, when the Japanese surrendered, Howard recalls Washington was "just one great, big, massive party!" President Truman came out in front of the White House, three or four times and waved at the crowd. "Everybody was just elated. These are the good things you remember."

Howard's later memories of Truman are not so good. Howard joined the National Guard and was stationed in Korea in 1950 when Truman proclaimed the troops must stay on active duty as long as they were needed. Howard's extra year in Korea cost him his knee. From today's perspective, however, Howard thinks Truman was one of our best presidents. He liked that "He pulled no punches."

Howard reflected on the many changes in society brought by W.W.II. "Things in 1945 and 1946 started to open up. People had a chance to go back to work . . . It was different than before the war . . . it was the last of a depression; people had virtually nothing."



**"As a young Marine in
 combat . . . we saw a lot of
 things that a human body
 shouldn't see."**

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It was Howard's Korean war injury that brought him to Colorado for treatment at the VA Hospital. Following treatment he worked for the State of Colorado for nineteen years. He was a park manager at Boyd Lake State Recreation Area and later with Game and Fish. He was in charge of law enforcement and once again his Marine training served him well - "you have to be firm, but you have to be just." Howard has been active in Veterans Service, helping to organize this program to provide transportation to the Veteran's Hospital. Another program serves homeless vets, and perhaps Howard's favorite is educating kids in respect for the American flag. He wrote a poem about the flag...

I am the flag of the United States of America.
 My name is Old Glory.
 I fly atop the world's tallest buildings.
 I stand watch in America's halls of justice.
 I fly majestically over great institutes of learning.
 I stand guard with the greatest military power in the world.
 Look up! And see me!
 I stand for peace - honor - truth and justice.
 I stand for freedom
 I am confident - I am arrogant
 I am proud.
 When I am flown with my fellow banners
 My head is a little higher
 My colors a little truer.
 I bow to no one.
 I am recognized all over the world.
 I am worshipped - I am saluted - I am respected
 I am revered - I am loved, and I am feared.
 I have fought every battle of every war for more than 200 years:
 Gettysburg, Shiloh, Appomattox, San Juan Hill, the trenches of France,
 the Argonne Forest, Anzio, Rome, the beaches of Normandy,
 the deserts of Africa, the cane fields of the Philippines, the rice paddies and jungles of Guam,
 Okinawa, Japan, Korea, Vietnam, Guadalcanal
 New Britain, Peleliu, and many more islands.
 And a score of places long forgotten by all but those who were with me.
 I was there.
 I led my soldiers - I followed them.
 I watched over them.
 They loved me.
 I was on a small hill in Iwo Jima.
 I was dirty, battle-worn and tired, but my soldiers cheered me, and I was proud.
 I have been soiled, burned, torn and trampled on the streets of countries I have helped set free.
 It does not hurt, for I am invincible.
 I have been soiled, burned, torn and trampled on the streets of my country,
 and when it is by those with whom I have served in battle - it hurts.
 But I shall overcome - for I am strong.
 I have slipped the bonds of Earth and stand watch over the uncharted new frontiers of space
 from my vantage point on the moon.
 I have been a silent witness to all of America's finest hours.
 But my finest hour comes when I am torn into strips to be used for bandages for my wounded comrades on the field of battle,
 When I fly at half mast to honor my soldiers,
 And when I lie in the trembling arms of a grieving mother at the graveside of her fallen son.
 I am proud.
 My name is Old Glory.
 Dear God - Long may I wave.

~~~~~  
***My Name is Old Glory*** by Howard Schnauber

© 1994 Mr. Schnauber has given permission to the public to use this poem for publishing purposes.  
 We credit the Fort Collins Public Library Local History Archives, Oral History Interview of Mr. Howard Schnauber, the author.

## THE JERSEYMAN

### USS FRANKLIN (CV-13) - The World War 2 Oral History of **Robert Blanchard**...

WW2 sailors that you speak with today might assume that the sailor receiving blessings aboard USS *Franklin* in this famous WW2 photo might not have survived the war. This was happily not the case. Robert Blanchard is the sailor in this photo... he had worked for General Motors before World War 2, and went back to working for them after the war, and until his retirement with 38 years of service.

When we spoke with him from his home in Forked River, New Jersey he said that *USS Franklin* was hit May 19, 1945, and he was trapped with about 300 men directly below the flight deck. They were shown a way out through very heavy thick smoke by **Lieutenant (Junior Grade) Donald Gary**, who knew where the exit was and repeatedly returned below to guide groups of the men to safety. Gary was awarded the Medal of Honor for this repeated action at the risk of his own life.

After making it to the flight deck, and shown here suffering the effects of heavy smoke inhalation, Blanchard received last rights from **Father Joseph O'Callahan**, who was also awarded the Medal of Honor for repeated heroic actions aboard USS *Franklin* that day. Blanchard was then transferred to USS *Santa Fe* for medical treatment, but returned to USS *Franklin* after 5 days. Blanchard steadily improved and was with his ship as she headed for Pearl Harbor and finally on to Brooklyn, New York for repairs.

The Oral History of Robert Blanchard was sent to *The Jerseyman* by Mr. Vic Campbell... "Blanchard unknowingly became part of an iconic photograph of the war in the Pacific. His video also tells the story of Medal of Honor recipients, Fr. Joseph O'Callahan and Lt. Donald Gary."



**Father Joseph O'Callahan administering last rights  
to Robert Blanchard  
U.S.S. Franklin, March 19, 1945  
photograph by PHC Albert Bullock, USN  
Photographer USS Santa Fe (CLA-60)**

With Robert Blanchard's oral history, and the oral history excerpt from **WW2 Marine Howard Schnauber**, it was hoped that it might spur others to submit their own stories as part of the Veteran's History Project. To arrange for an oral history interview, please contact former Marine **Tom Banit, Professor of History and Education at Kean University: [tbanit@kean.edu](mailto:tbanit@kean.edu)**, or by phone at (908) 737-4288. Tom is also aboard Battleship New Jersey on most Fridays.

To view Mr. Blanchard's story, click on the USS *Franklin* website at: <http://www.ussfranklin.org>. Look for "**Oral History Videos**" listed along the right side of the website.

Submitted by:  
**Vic Campbell**  
Sparta, New York

## THE DAY WE “ATTACKED” USS NEW JERSEY...

by Arnold Kleeberg, Captain, New Jersey State Police, Retired

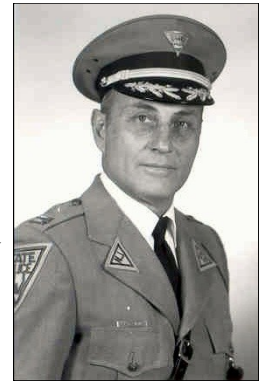
“These are the details of our U.D.T. (Underwater Demolition Team) activities in Guantanamo - I believe it was during the early summer of 1954...

We were sent down to Gitmo Bay, Cuba to participate in “mock” swimming attacks on the navy ships while they were at anchor. Our task was to attempt to successfully swim to the various ships such as the DD’s, DE’s, cargo ships, subs, and also the Battleship New Jersey, and to simulate attaching explosives to them. The commanding officers of the ships were all aware that this action might soon take place, but they did not know when.



All of our attacks for this exercise were made at night with the exception of the battleship. We silently swam and/or paddled long surfboards from the shoreline, including coming in from the Mangrove swamps. Our attire was a black cloth suit with a wool type mask. To try to intercept us, most ships would have one or more “picket” boats out to circle their ship with search lights.

Our success rate for getting to the ships was exceptionally good. In some cases we could actually sneak up the gangway or climb up the fantail (D.E.’s etc...), make our way into the officer’s mess and have ourselves a cup of coffee. Then we would make our presence known to the Officer of the Deck (OOD), have our attack entered into the log, and signal our chase boat to come out and pick us up. We usually worked in teams of two. The surfboards were paddled by other team members taking us to about 500 yards from the ship.



But the attack on NEW JERSEY was going to be different...

1. We decided to attack in mid-afternoon. But this time the swimmers, **LTjg Campbell**, and **BU2 Kleeberg**, would swim underwater using oxygen re-breather equipment (Draeger Lungs) of German design.
2. A ship’s liberty launch was commandeered, and we took the engineer and coxswain as “prisoners.”
3. Six U.D.T. members dressed in white uniforms, sat in the liberty boat as if they were returning from shore liberty, and heading out to a distant ship in the bay. The coxswain and engineer were also our U.D.T. men.
4. LTjg Campbell and BU2 Kleeberg, with their re-breathers on, sat on the deck of the boat and with their backs against the gunwale so that they could not be seen.
5. As the liberty launch headed in the direction of NEW JERSEY, and at a given signal about 500 yards in a parallel course, one of the team members let his hat go into the water. All the other members stood up in the boat forming a shield (shoulder to shoulder), as Campbell and Kleeberg flipped over the side and going immediately to a depth of 20 feet, while the boat continued on it’s course and the men sat back down.
6. Once in the water, Campbell and Kleeberg set out by compass course towards the battleship.
7. Meanwhile, the battleship picket boats continued to circle the ship in a routine manner. Even though we were only 15 to 20 feet below (30 feet was maximum for oxygen re-breathers) we could not be seen because of the murkiness of the water.
8. As we got nearer to the ship, we could hear the various motors from inside the hull of the ship. When we came to the hull, at approximately midship on the starboard side, we split up. Campbell heading for the stern, and Kleeberg to the bow, setting our watches for 15 minutes.

## THE JERSEYMAN

9. At the designated time, we each surfaced next to the hull and lit our orange flares, which signaled that our attack was a success.

10. The picket boats then took us to the gangway where we were escorted to the Officer of the Deck to be logged in. At that point I can remember (whether of not it was in jest), someone saying that we should be put into the ship's brig. But our chase boat came, and there were no problems.

I think if you check the dates around that time in 1954, and when USS *New Jersey* was in Guantanamo, you will be able to confirm this account from the ship's log..."



**Arnold Kleeberg** was born and raised in Jersey City, New Jersey. At age 19 he enlisted in the USN and while stationed with the Seabees at Little Creek, Virginia, he volunteered for Underwater Demolition team training. His primary assignment with the UDT's was in the Submersible Operations Unit (Sub-Ops), and his tour of duty included working with various submarines in the Virgin Islands, and specifically in developing methods of leaving and re-entering the subs while underwater at (depths of 60 feet or more) for reconnaissance purposes, and... "at times these maneuvers were accomplished while the sub was moving."

Along with a detachment of one officer and 8 men, he participated in blowing up land locked icebergs at Thule, Greenland and to allow various supply ships to unload equipment for the building of the Distant Early Warning Systems (Dew Line). The inset photo shows the helicopter they used in Thule, Greenland to reconnoiter iceberg conditions. (Kleeberg seated on the right.)

Submitted by:  
**Arnold Kleeberg,**  
 Captain, NJSP, Retired (1955-1986)  
 Colts Neck, New Jersey



Photo of US Navy personnel and members of the New Jersey and New York State Police that have completed the training course at the US Navy Salvage School, Bayonne, New Jersey.

(All photos are courtesy of **Arnold Kleeberg, Captain, New Jersey State Police, Retired.**)

## THE JERSEYMAN



### Editor's Note:

Special thanks are due volunteer **Carl Williams**, who first told us about **Captain Arnold Kleeberg's** USS *New Jersey* UDT story, and also helped us to contact him for *The Jerseyman*.

**Volunteer Carl Williams** is also **Colonel Carl A. Williams, NJSP/Retired, and a former Superintendent of the New Jersey State Police**. He told us that some 40 plus years ago, he received special "Water Survival/Water Rescue" recruit training from Arnold Kleeberg. He also wanted to contribute this follow-on story in recognition of the "great respect we all hold for Arnold, and for what he brought to us in the New Jersey State Police. You know, when it came to group running, not one of us could keep up with him ... he could run like a deer."

Many thanks Carl... - TH

### “Trooper Arnold Kleeberg was one of my N.J. State Police instructors...”

In December of 1963, I completed my 4 year navy enlistment and was set to begin my career with the New Jersey State Police. As a member of the 63rd New Jersey State Police Recruit Class, there were 90 of us that reported to the Police Academy at State Police Headquarters in West Trenton, New Jersey. It was now Sunday, December 8th, and the beginning of our 12 weeks of intense training.

One of the staff instructors there to “greet” us that day, was **Trooper Arnold Kleeberg #1406**. Trooper Kleeberg was responsible for several aspects of our training, but his primary was as the “Water Survival/Water Rescue” instructor.

When our in the pool training began, Trooper Kleeberg had us do what he called a “warm-up” exercise around the Olympic sized swimming pool. He called this exercise that I still remember so well by the simple name of “bobbing.” Bobbing was not simple. This exercise would require the recruits to enter the pool at the shallow end, clasp our hands behind our back, and then begin to move towards the deep end. When we reached deep water we were required to take a deep breath, submerge, and touch a knee to the bottom of the pool and exhale. You then pushed yourself to the surface, quickly took another breath and went back down again. This “bobbing” continued until we all made a complete lap around the pool and were back in the shallow end. If one member of the class unclasped his hands from behind his back, the whole class was required to “bob” around the pool for a second time, or a third time...

Needless to say, when we finished our “Water survival/Water rescue” training, we were very respectful of what we had learned, and we soon became very comfortable in the water. It made a great impression on me and an experience that I will always remember from 40 years ago.

By the way, 45 members of the original 90 in the 63rd recruit class went on to graduate and became troopers on March 2, 1964. I was proud to be one of them.

Submitted by:

**Colonel (Retired), Carl A. Williams - #1872**

11th Colonel/Superintendent (March 18, 1994 - April 30, 1999)

35 years service with New Jersey State Police



**Carl A. Williams, Mt. Laurel, NJ**

US Navy 1959 - 1963

USS *Estes* (AGC-12)

Beach Jumper Unit 1, Coronado, Ca.

Submarine Base Pearl Harbor, Hawaii

(Shop #11 Sheet Metal)

Battleship New Jersey Vol. - 6 years

## THE JERSEYMAN

### NATIONAL MUSEUM OF THE PACIFIC WAR FREDERICKSBURG, TEXAS

“The courtyard is ringed by beautiful old limestone walls that date back to the 1800s and the early days of the old Nimitz Hotel. These cut stone walls are now the Memorial Wall, and hold plaques honoring the contributions of individuals, ships and units during the war in the Pacific. A Memorial Wall Plaque may be sponsored by an organization or family member through a donation to the Admiral Nimitz Foundation.

The Veterans' Walk of Honor paves the path around the courtyard. Namepaver bricks, available for sponsorship, are inscribed tributes to units, ships and individuals who served in the war and on the homefront.”



USS Iowa (BB-61)



USS Cabot (CVL-28)



USS New Jersey (BB-62)



“Battleships Gone  
But Not Forgotten”  
(American Battleship Association)

**Editor’s Note:** Shown below are many of the ships, stations and units once served in by **Battleship New Jersey** volunteers, former crewmen of **USS New Jersey**, and our readers. These ships are among those honored at the National Museum of the Pacific War, and can be viewed close-up at:

<http://www.nimitz-museum.org/memorial-wall>

- |                              |                                          |                             |
|------------------------------|------------------------------------------|-----------------------------|
| USS Missouri (BB-63)         | USS Astoria (CA-34)                      | USS Baltimore (CA-68)       |
| USS Chara (AKA58/AE31)       | USS Mississippi (BB-41)                  | USS Hancock (CVA-19)        |
| PB2Y Squadrons               | USS Boxer (CV/CVA/CVS-21/LPH-4)          | USS Piedmont (AD-17)        |
| USS Cabot (CVL-28)           | USS Houston (CA-30)                      | USS Mount McKinley (AGC-17) |
| USS David W. Taylor (DD-551) | Lost Battalion -2 Bn., 131st Field Art’y | USS Idaho (BB-42)           |
| 1st Cavalry Division         | USS Boise (CL-47)                        | USS Altamaha (CVE-18)       |
| Naval Armed Guard            | Fleet Tug Sailors                        | USCG Amphibious Forces      |
| USS Pickaway (APA-222)       | USS South Dakota (BB-57)                 | USS North Carolina (BB-55)  |
| USS Iowa (BB-61)             | USS Ranier (AE-5)                        | USS Nevada Marines (BB-36)  |
| USS Wisconsin (BB-64)        | USS Pennsylvania (BB-38)                 | USS Noble (APA-218)         |
| Many US Marine Divisions     | USS O’Bannon (DD-450)                    |                             |
| Many US Army Divisions       | Pearl Harbor Survivors                   |                             |
| USS Tennessee (BB-43)        | USS Nicholas (DD-449)                    |                             |

More...

Photos are provided  
courtesy of  
**Volunteer Rolland Garber**  
Bellmawr, New Jersey

Photos of all plaques can be purchased as 8 ½ x 11 prints from the  
**National Museum of the Pacific War.**  
To view individual plaques on the website, first click **Memorial Courtyard**, then  
**A Memorial Wall Plaque**, and finally  
**Memorial Plaques To Honor All Who Served...**  
All plaques are available alphabetically. - TH

## THE JERSEYMAN

### ABOUT THE DECKS...



**Don Beck, Haddonfield, NJ**  
 WW2 - Ft. Knox, Kentucky  
 25th Infantry Division  
 35th Infantry Regiment  
 Occupation Duty Japan  
 Battleship New Jersey Vol. - 6 years



**Frank Foord, Cherry Hill, NJ**  
 WW2 - Royal Canadian  
 Naval Vol. Reserve (RCNVR)  
 Sub-Leftenant in HMS *Ironbound*  
 Battleship New Jersey Vol. - 6 years



**Don Walker, Cherry Hill, NJ**  
 WW2 - US Navy 3 years  
 Naval Combat Demolition Unit #13  
 UDT Team Able  
 UDT Team #4  
 UDT Team #13  
 Battleship New Jersey Vol. - 6 years



**Rolland Garber, Bellmawr, NJ**  
 USS *Meredith*, DD-890  
 Battleship New Jersey Vol. - 6 years



**Russell Collins, Palmyra, NJ**  
 WW2 - US Navy 3 years  
 Great Lakes NTC  
 USS *New Jersey* (BB-62)  
 Battleship New Jersey Vol. - 6 years



**Chet Klabe, Riverton, NJ**  
 WW2 - US Coast Guard  
 USCGC *Duane*, WPG-33, (Ex-AGC6)  
 USCGC *Tampa*, W-48  
 USCGC *Eastwind*, AG-279  
 Battleship New Jersey Vol. - 7 years



**Rich Svitak, Pennsauken, NJ**  
 44 Years - Maintenance & Boilers  
 ALDAN Co., - Philadelphia, Pa.  
 Battleship New Jersey Vol. - 5 1/2 years



**Dave DiMarzio, Pennsville, NJ**  
 USN 1951-1955  
 USNR 1956-1991  
 NAS Atsugi, Japan  
 Battleship New Jersey Vol. - 5 years



**Dick Edwards, Haddonfield, NJ**  
 US Coast Guard  
 Training Base, Maintenance and  
 Decommission Base - Brooklyn, NY  
 Battleship New Jersey Vol. - 6 years

## THE JERSEYMAN

### ABOUT THE DECKS...



**Hugo DiBona, Gibbstown, NJ**  
US Air Force  
Korean War  
Battleship New Jersey Vol. - 6 years



**Jim Moore, Westmont, NJ**  
US Navy 1949-1954  
USS *Shenandoah* (AD-26)  
Battleship New Jersey Vol. - 6 years



**George Gasper, Palmyra, NJ**  
USS *Rushmore* (LSD-14)  
Battleship New Jersey Vol. - 7 years



**Bob Brown, Southampton, NJ**  
USAF - Flight Surgeon training  
Brooks AFB, San Antonio, TX  
6348th AF Dispensary, Itazuke AFB, Japan  
Battleship New Jersey Vol. - 5½ years



**Art Lohan, Churchville, PA**  
NAS Atsugi, Japan  
NAS Agana, Guam  
Battleship New Jersey Vol. - 6 years



**Bob Whomsley, Cherry Hill, NJ**  
WW2 US Navy 1942-1945  
USS *South Dakota* (BB-57) 3/42-6/43  
USS *David W. Taylor* (DD-551) 7/43-11/45  
Battleship New Jersey Vol. - 6 years



**Ken Kersch, New Brunswick, NJ**  
USS *New Jersey* (BB-62)  
USS *Simon Lake* (AS-33)  
Battleship New Jersey Vol. - 5 1/2 years



**Pete Fantacone, Mays Landing, NJ**  
WW2 US Navy 1943-1946  
USS *LCI (L) 492*  
NOIC Omaha Beach  
USS *Columbus* (CA-74)  
Battleship New Jersey Vol. - 5 years



**George Hunt, Maple Shade, NJ**  
WW2 - US Navy  
USS *Chara* (AKA-58)  
LCC (Landing Craft Patrol Boat)  
Battleship New Jersey Vol. - 6 years



## THE JERSEYMAN

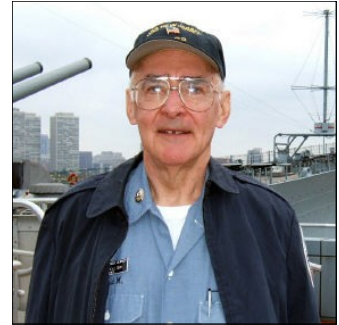
### ABOUT THE DECKS...



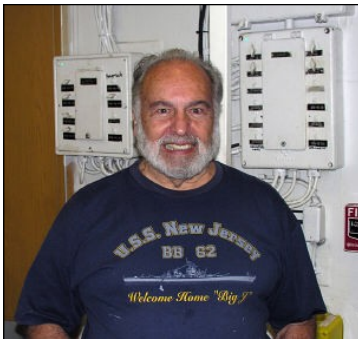
**Bill Schacht,**  
WW2 and Korea  
US Navy and US Army  
Battleship New Jersey Vol. - 6 years



**Mike Timothy, Turnersville, NJ**  
USS *Salerno Bay* (CVE-110)  
USS *Wisconsin* (BB-64)  
USS *Des Moines* (CA-134)  
Battleship New Jersey Vol. - 6 years



**Dave Melish, Pitman, NJ**  
US Marine Corps - 2 Years  
Battleship New Jersey Vol. - 5 years



**Al Villalobos, Cherry Hill, NJ**  
US Naval Reserve - 40 Years  
Battleship New Jersey Vol. - 6 years



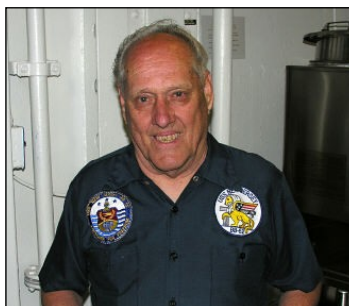
**Skip DeGlavina, Millville, NJ**  
VS-30, VS-34, VR-52  
USS *Essex* (CVS-9)  
Battleship New Jersey Vol. - 5 years



**Bill Will, Mays Landing, NJ**  
US Army - Vietnam  
35th Combat Engineers  
617th Eng. Co., (PB) Ft. Lewis, Wash  
US Army Reserves  
Battleship New Jersey Vol. - 7 years



**Tom Boughton, Warrington, Pa.**  
US Army  
278th Regimental Combat Team  
Battleship New Jersey Vol.- 6 years



**Walt Seitz, Newfield, NJ**  
US Navy 1955-1958  
USS *Intrepid* (CVA-11)  
Battleship New Jersey Vol. - 5 years



**Bob Day, Moorestown, NJ**  
Merchant Marine Kings Point-2 years  
US Naval Reserve-4 years  
Battleship New Jersey Vol. - 6 years

## THE JERSEYMAN

### ABOUT THE DECKS...



**Joe Lodovico, Vineland, NJ**  
Battleship New Jersey Vol. - 5 years



**Marty Waltemyer, Williamstown, NJ**  
WW2 - US Navy 3 years  
USS *John D. Henley* (DD-553)  
USS *Saipan* (CVL-48)  
Battleship New Jersey Vol. - 6½ years



**Eugene McLaughlin, Gloucester City, NJ**  
USS *Paiute* (ATF-159)  
YFR - 1152  
Battleship New Jersey Vol. - 3 years



**Woody Freeman, Cherry Hill, NJ**  
USS *Panamint* (AGC-13)  
USS *US Grant* (AP-29)  
Battleship New Jersey Vol. - 6 years



**Tom Weber, Cherry Hill, NJ**  
USS *Caroline County* (LST-525)  
USS *Snohomish County* (LST-1126)  
Mobile Riverine Forces (CTF117)  
Battleship New Jersey Vol. - 5 years



**Joe Boyle, Turnersville, NJ**  
USS *Kitty Hawk* (CV-63)  
USS *New Jersey* (BB-62)  
Battleship New Jersey Vol. - 6 years

More to come...

### USS New Jersey - May 23, 2007

Four years ago I was privileged to board Battleship *New Jersey* and mark her 60th birthday celebration as the Keynote Speaker. I think of that day often, and how the ship looked ready to *set the sea and anchor detail!* To this day, she continues to look ready to go, and your volunteer efforts have made us all proud. Bravo Zulu!

My warmest regards to all as we celebrate the 64th Birthday of USS *New Jersey*.

**Captain Robert C Peniston, USN (Retired)**  
Lexington, Virginia



## THE JERSEYMAN - SHIP'S BELLS

### USS ILLINOIS (BB-65)

Iowa-Class

Ordered: 9 September 1940

Builder: Philadelphia Naval Shipyard

Laid down: 15 Jan 1945 - Cancelled at 21% completion.

Broken up on September 1958.

While USS *ILLINOIS* was never completed, her ship's bell, dated 1946, was cast in advance and resides at Memorial Stadium at the University of Illinois at Urbana-Champaign. The bell is rung by members of the ROTC after each score of the "Fighting Illini" football team.



Contributed by: *The Jerseyman*

### USS INDIANA (BB-58)

South Dakota-Class

Launched 21 November 1941 by Newport News Shipbuilding & Dry Dock Co.,

Newport News, Virginia

Commissioned: 30 April 1942

Decommissioned: 11 September 1947.

Stricken from the Navy List on 1 June 1962, USS *Indiana* was sold for scrap.

*Indiana's* mast is erected at the University of *Indiana* at Bloomington, and her anchor rests at Fort Wayne, Indiana.

*Indiana* received nine battle stars for her World War II service. (Source: DANFS)



Submitted by:

**Ethan Wright**, Museum Director

**Donna Schmink**, Collection Manager,

**Ari Kauffman**, Museum Specialist

Indiana War Memorials, Indianapolis, Indiana



### USS SAVANNAH (CL-42)

Brooklyn-Class

Launched 31 May 1934 by New York Shipbuilding, Camden, NJ

Commissioned 10 March 1938

Decommissioned: 3 February 1947

Struck from the Navy list on 1 March 1969, *Savannah* was sold to Bethlehem Steel Co., for scrapping on 25 January 1966.

*Savannah* received three battle stars for her World War II service. (Source: DANFS)

The USS *Savannah* ship's bell is seen here on display at the Maritime Museum in Savannah, Georgia

Submitted by former Brass Team Volunteer

**Bruce Frey**

Charleston, South Carolina

## THE JERSEYMAN

### BATTLESHIP DAYS... BY HAMP LAW



Logo courtesy of Maritime Artist and former USS NEW JERSEY crewman, **James A. Flood**

#### Disclaimer:

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