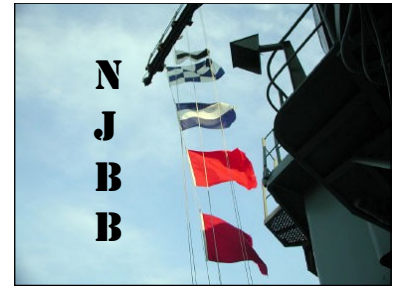




June 4, 2007 Midway Atoll photo courtesy of Welford Sims, Raleigh, North Carolina



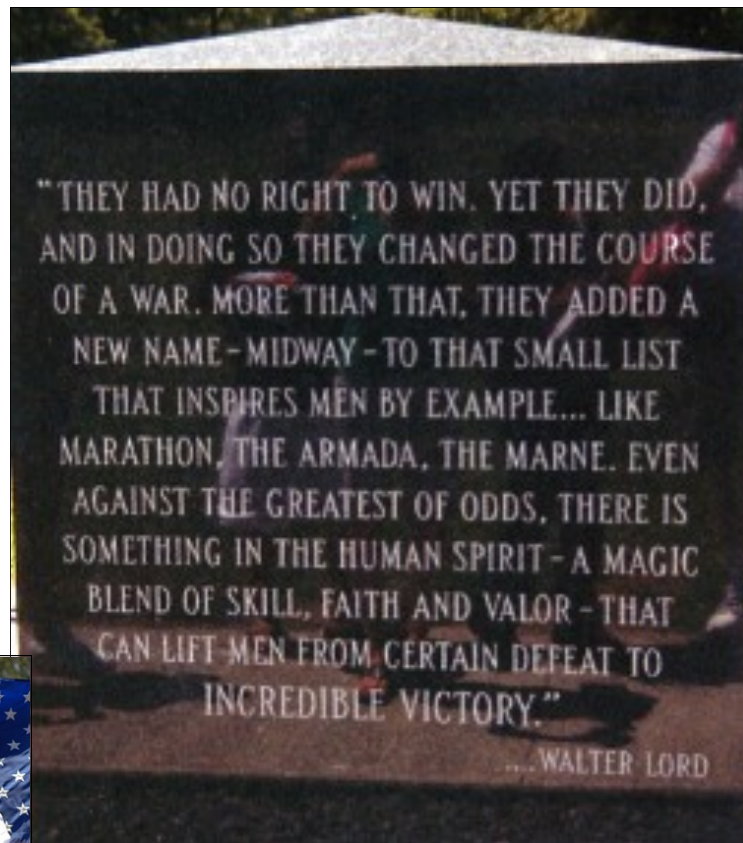
4th Quarter  
2007

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

## ***THE JERSEYMAN***

**5 Years - Nr. 56**

### **THE BATTLE OF MIDWAY — 65 YEARS...**



**MIDWAY ATOLL (June 4, 2007) -**

**Commander, U.S. Pacific Fleet, Adm. Robert F. Willard**, delivers his remarks during the 65th anniversary of the Battle of Midway commemoration ceremony on Midway Atoll. (U.S. Navy photo by Mass Communication Specialist 1st Class James E. Foehl)

## THE JERSEYMAN

### Battle of Midway Commemoration...

#### MIDWAY ATOLL –

Distinguished visitors and more than 1,500 guests of the U.S. Fish and Wildlife Service, International Midway Memorial Foundation and the U.S. Pacific Fleet, assembled on Midway Atoll, June 4, to commemorate the 65th anniversary of the Battle of Midway.

“We’re gathered here today at one of the most remote and special places on earth. Midway, is where the course of history was changed,” said the **Honorable Linda Lingle, Governor of Hawaii**.

The Battle of Midway was fought June 4 – 7, 1942, and served as a turning point in the Pacific during World War II. “No one knew it at the time, but the tide of war in the Pacific had turned because of the heroism and sheer determination of those who fought on June 4, 1942,” said **Dr. James M. D’Angelo, president and chairman, International Midway Memorial Foundation**.

“It’s not hard to imagine what we would’ve heard if we’d have been here this day 65 years ago. I can hear the words now. ‘Many planes heading toward Midway! Bearing 3-2-0 distance, 1-5-0! Tally-ho hawks at angel 12! Pilots, man your planes! Don’t let this carrier escape!’”

Until June 4, 1942, the Imperial Japanese Navy dominated the Pacific. Their plan to cripple the remaining carrier forces of the U.S. Pacific Fleet and capture Midway was to serve as a stepping stone for future attacks on U.S. homeland soil.

“This scheme of conquest was the most enticing and ambitious and far reaching in modern history... It almost worked, and might well have succeeded but for the United States Navy,” said **Adm. Robert F. Willard, Commander, U.S. Pacific Fleet**, quoting the late American Historian, Rear Adm. Samuel Eliot Morison, on the significance of the Battle of Midway:

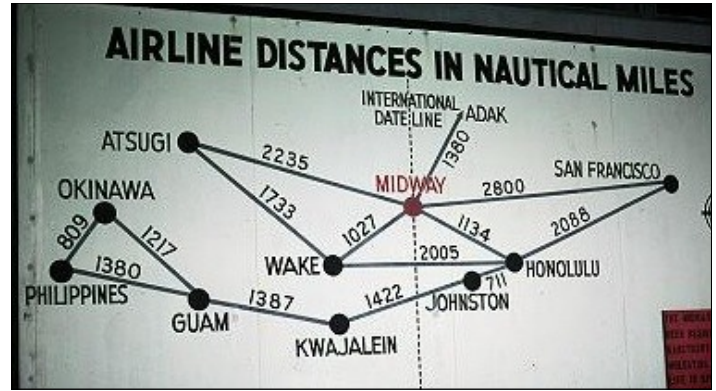
“Our adversary did not count on us breaking their naval code, out-flanking them or locating them on time. They did not count on fourteen hundred supremely dedicated shipyard workers at Pearl Harbor (who) performed a miracle by getting USS *Yorktown* battle-ready in two days. They did not count on, nor could they imagine, our resolve or the bravery of our Sailors and of our Marines. Their spirit and determination carried the day and, when it was all said and done, the Japanese had lost four aircraft carriers, a heavy cruiser, three destroyers, 300 planes and thousands of men,” said Willard.

In turn, America lost the carrier USS *Yorktown* (CV 5), destroyer USS *Hammann* (DD 412), 145 planes, and 307 brave men. “It was a miraculous victory by any standard,” said Willard. The Japanese navy would never again regain the offensive in the war against the United States.

“For those of you who are here who fought in that battle, I’m honored to be in your presence,” said the Honorable **Dirk Kempthorne, Secretary of the Interior**. “All Americans owe you a debt of gratitude for your service and your sacrifice.”

In the closing moments of the ceremony, Battle of Midway survivors **Rear Adm. John Besson, Ensign William Tunstall**, and **Chief Petty Officer George Chockley** were presented a ceremonial wreath by the U.S. Fish and Wildlife Service.

(Article source: Pacific Fleet Online... by Mass Communication Specialist 1st Class James. E. Foehl )



#### MIDWAY ATOLL (June 4, 2007) –

**Battle of Midway veteran William A. Tunstall**, being interviewed following the 65th Anniversary commemoration ceremony of the battle held on Midway Atoll. Tunstall, an aviation machinist mate 2nd Class, served with Torpedo Squadron (VT) 8 aboard USS *Hornet* (CV 6) during the battle.

U.S. Navy photo by Mass Communication Specialist 2nd Class Michael L. Hight

## THE JERSEYMAN

**Editor's Note:** Once we received this Pacific Fleet story about the 65th Commemoration of the Battle of Midway, we sent it to **John V. Gardner, USMC**, a survivor of the BOM and a contributor to *The Jerseyman*. We asked John if he would provide his reflections on the 65 year Battle of Midway commemoration, and we are honored to include his comments.

+ + +

"Sure, and thanks for inviting me to comment. I think of Midway more than you can imagine. I especially think of the seven of us 6th Defense Battalion Marines that are still alive at this time, and that actually participated against the Jap attack on Midway island 7 Dec 41, and again on 4-6 June, 1942. There seems to be something "magic" about being at Midway for this important time in history. Fewer than 600 Officers and Enlisted men made up our newly formed 6th Defense Battalion, USMC, and that departed San Diego aboard the USS *Wharton* in June 1941. Our destination was unknown, but rumors had it that we were going to "Gooney Island." There was no place on our map of the Pacific that showed a place with that name. . .

As for the ages of my Midway buddies today, I would say that we are all within a three year range of each other. I am on my way to 86, **Robert Hendrick** is 86, and **John Coltrane** just reached 85. **Don Drake** is also nearing 85. I think the other three are right in the same age bracket. It's strange, but four of us in this group were also in "B" battery, 5" Artillery on Eastern Island. John Coltrane and I were both in "C" battery (5") on Sand Island at the start of the war, but later we were sent over to the 3" Navy Battery, and just a few hundred feet away. The old rusty hulk of a 3" that you see in the pictures on Eastern Island was one of the four, and they were clustered in two separate batteries of two.

Our fire mission was to remain covered and hope to escape destruction until an enemy landing force was in range and trying to get over the reefs onto the islands. Then we would open up with "cannister-rounds", and with fuses cut to explode just over the top of the invaders and their landing craft.

One artillery battery of two each was on Eastern and one was on Sand Island. It was later found out after the war had ended that their plan was to land their troops on the south east side of Eastern Island. **What a mistake!** They would have lost a lot of people to drowning, simply by trying to get over

the reef. And if you combine that with a couple of machine guns and our riflemen, their blood would have been running red in the water. I am positive that their best bet would have been to land on the NW side of Sand Island and come through the cut in the reef known as Welles Harbor. Of course, that would then have given our 3" batteries on Sand an opportunity to lay a barrage over them for about two thousand yards or more. But it would also have offered us up to them as a prime target for their ships supporting the landing, and they could probably have knocked out our two 3" batteries in very short order.

In the end though, it would most likely have finished as Col. Shannon had ordered - "meet them waste deep in the water with fixed bayonets"... just like our friends did at Wake Island in Dec. 41.

All seven of us will tell you today that **we do** understand that we were the luckiest people on earth on the 4th of June 1942 when three of their carriers were sunk in about five minutes and Admiral Yamamoto decided that he had better get them home, fast!

Upon occasion I sometimes speak with three of my surviving friends. Each of them, regardless of later experiences in WWII still have a sentimental, and fond feeling about Midway Island. It is a favorite reflection time in our lives. We are all proud of having been involved in one of the greatest battles of WWII, even though our contribution to the victory is rather minimal. Each of us think of what the result might have been had the Navy failed to sink the enemy carriers, and the Japanese landing force of 5000 had actually carried out their planned landing on the island. We all agree, had we survived what would have been a horrible pounding by Japanese aircraft, and four of their Cruisers hitting us with 6" and 8" naval gun fire, that some of us might have survived to give the enemy one hell of a fight on beaches, and that would have been soaked with blood, both ours and theirs. The men at Wake Island proudly accounted for themselves and we want to believe that we would have done equally as well on Midway Island. And just maybe, we could have held the island and added another great chapter to the history of the United States Marine Corps. It's hard to believe it was now 65 years ago when we were just "kids" and with all the folks back home depending upon us. Yes, I think God was with all of us at Midway."



**Semper Fidelis**  
**John V. Gardner, USMC, WW2**  
Nevada City, California

## THE JERSEYMAN

### Battleship New Jersey's Helicopter Display...

by Volunteer Aviation Coordinator Chief Joe Boyle, USN (Retired)

Thanks shipmate, on asking for input on how we acquired the flight gear suited up on our dummy "crew" of the H-2 Helo... I hope you can find some way to maybe include this well earned recognition in the next issue of *The Jerseyman*.

Volunteer Coordinator Harry Ruhle, Aviation Coordinator Senior Chief Harry Carlson, USN (Retired), and I went all out contacting as many of the bases and people that we thought might be able to help us procure flight gear equipment. We then hit pay-dirt big time when we made contact with Lt. Matthew LeWare of Helicopter Combat Support Squadron Two, stationed in Norfolk, Virginia. This pilot came through for us with flying colors, and provided the ship with three complete sets of flight gear from helmets and vests, down to flight boots - 22 items in all.



Thanks to Lt. LeWare, our display helicopter is now "manned and ready for launching", and I feel proud every time I walk by it... suiting up these mannequins, and positioning them inside, completed our mission.

Once again, a grateful "Attaboy" goes out from all of us to Lt. LeWare and the men of his squadron that took on this effort for the Battleship New Jersey. Bravo Zulu Lieutenant... and Thanks!

Submitted by:

**Volunteer Joe Boyle, ABFC, USN (Retired)**

Turnersville, New Jersey



"When assigned to a battleship such as *New Jersey* (BB-62), the SH-2F was used for mid-course anti-ship missile correction, anti-submarine warfare, and gunnery spotting for the main batter 16" guns. In this last role, the *Seasprite* replaced the famous WW2 era OS2U *Kingfisher* and SC-1 *Seahawk* catapult-launched scout observation floatplanes.

The *Seasprite* is a fully restored static display SH-2F, representing *Seasprite* #0141, assigned to *New Jersey* in 1983-84. *New Jersey's* SH-2F was used only during her first very lengthy deployment in 1983-84, which included the Beirut Barracks terrorist bombing. *New Jersey's* *Seasprite* helicopter was used over various areas of Beirut for reconnaissance and general intelligence gathering. Part of Navy Squadron HSL-33 (Helicopter Scout Light #33, the "*Sea Snakes*"), *New Jersey's* own *Seasprite* was from Detachment Nine."

## THE JERSEYMAN

### New Battleship New Jersey Archives donation...

The two Newark Sunday News Magazines shown here, are dated April 2, 1951, and January 27, 1952. They were recently donated to the Battleship New Jersey archives by **Ben Conroy, LCDR, USNR (Ret.) of Austin, Texas**. According to Archives Manager Bob Walters "They are in much better condition than those we had, and we sincerely thank Ben for this great donation."

These two magazines were also of particular interest to *The Jerseyman*, in that they included photographs and names of former USS *New Jersey* crewmen that were from the State of New Jersey during the Korean War. Space won't let us include the old photos, but the extracted crewmen names and their New Jersey hometowns follow below. If a reader happens to spot a familiar name below and would like a scanned-in photo, please contact us directly at *The Jerseyman*. (See the back cover for contact information.)



#### April 22, 1951 -

GMSN **Edward Farrelly**, Harrison, NJ., GMSN **Edward Guray**, Kearny, NJ., SN **Gerard Healy**, Hoboken, NJ., Lt. **Robert Lynch**, Toms River, NJ., IC Electrician 1/c **Vern Tommerdahl**, Nutley, NJ., Seaman **Thomas Bruce**, Pompton Lakes, NJ., SN **Peter C. Crolius**, South Orange, NJ., Lt (jg) **Richard E. Walsh**, South Orange, NJ., and Lt (jg) **Timothy G. Flaherty**, Clifton, NJ.

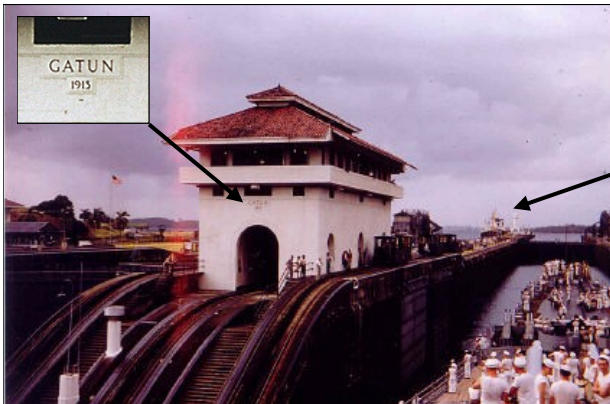
#### January 27, 1952 -

SN **Charles Derivaux**, South Orange, NJ., BM1 **Bill Hamilton**, Hoboken, NJ., Seaman **Leroy Woolcott**, Neptune City, NJ., Lt. **Leigh Capshaw**, Rumson, NJ., SH3 **Bill Applegate**, Plainfield, NJ., FN **Gene Kennedy**, Newark, NJ., Seaman **Stephen Sametz**, Palisades Park, NJ., Seaman **Charles C. Bender**, Coytesville, NJ., Seaman **Lloyd Cullen**, Rockaway, NJ., YN3 **Frank Kosisky**, Whippany, NJ., Seaman **Ray Shertel**, North Bergen, NJ., Seaman **Ed Fogelson**, Newton, NJ., PHG3 **Richard Warner**, Roselle Park, NJ., Seaman **Stewart W. Snyder**, Hightstown, NJ., ME3 **Charles E. Wiggs**, Jersey City, NJ., Seaman **Joseph Leone**, Bellville, NJ., MU3 **Gordon Kraft**, Camden, NJ., and Seaman **Ken Disbrow**, Beachwood, NJ.

### New Battleship New Jersey Archives donation...

With many thanks once again to former USS *New Jersey* photographer **John Hastings of Appleton, Wisconsin**, more photos with accompanying descriptions for each of them have been donated to the ship's archives. Archives Manager **Bob Walters** said that "Photos from John Hastings and Korean War days, are highly prized for the ship's Archives because each one is described in detail with what is actually going on in the photo. Fifty years from now, these photos will be unique in our Battleship New Jersey archives."

And once again we regret not having enough space in *The Jerseyman* to show all of John's newly donated photos. As a sample, we chose these two photos and their descriptions from 55 years ago...



"#2 - We're heading west to the Pacific and into the Gatun Lock & Control station. Gatun Lock is in the distance. A merchant ship eastbound to the Atlantic, is waiting for the lock to fill to the lake level and the gates to open. The plaque seen below the station name is the year the Gatun Locks were completed - 1913. The canal opened for traffic a year later in August 1914. The same month that the hell of World War 1 began..."

"#3 - The merchant ship that was at the end of the mole in the previous photo #2, is now being guided, towed, into the eastbound lock chamber by the electric tugs, called "mules", by their operators.

This was in the midst of a quick passing tropical downpour as we were being raised up to Gatun Lake level. The sailors seen here on duty were soaked through..."



## THE JERSEYMAN

### USS *South Dakota* (BB-57) Memorial, Sioux Falls, South Dakota

Located in a field just off Highway 42 in Sioux Falls, can be seen a shape that forms the full hull outline of USS *South Dakota*. It is 680 ft in length, and 108' in width, and all that remains today as a memorial to this proud ship.

While on vacation out west, Battleship New Jersey volunteers **Dave and Margaret Burgess** read our request in the last issue of *The Jerseyman* asking for photos of the USS *South Dakota* memorial, and they went out of their way to visit Sioux Falls to take these photos. It is their hope that these photos will be seen by former USS *South Dakota* crewmen that may not be able to visit the memorial to their ship.



A two-sided plaque near the memorial, tells visitor's the story of "Battleship X". "On June 7, 1941, Vera Bushfield, wife of the governor of South Dakota, smashed a bottle of champagne against the towering bow of a new battleship and proudly proclaimed, "I christen thee South Dakota!" While an 80 piece band from Sioux Falls Washington High School played "Anchors Aweigh" and "The Star-Spangled Banner," the huge hull of the battleship slowly slid into the Delaware River at Camden, New Jersey. The U.S.S. South Dakota was longer than two football fields, cost almost \$73 million, and would weight 35,000 tons. After a fitting out, commissioning, and rigorous training of a green crew, the ship was ordered to the Pacific war zone.

The heavily armed but untested South Dakota mounted more than 100 anti-aircraft guns. Her first engagement with Japanese planes occurred during the Battle of Santa Cruz on October 26, 1942. Even though her gunners shot down all 20 of the first wave of raiding enemy planes, in a later attack, one plane eluded anti-aircraft fire and hit the South Dakota with a 500 pound bomb. Gunner's mate Hubert P. Chatelain was her first battle fatality, and Captain Thomas L. Gatch was critically wounded by shrapnel. However, the carrier Enterprise was protected and saved because of the efforts of the South Dakota, and her baptism in battle was a stunning success.

The ship participated in the Battle of Guadalcanal, a night action off Savo Island, on November 14-15, 1942. This was one of only two Japanese battleship against American battleship duels in World War II. In the ferocious fighting, 34 torpedoes were fired at the South Dakota and another U.S. battlewagon, but all missed. Although she held her own, the U.S.S. South Dakota took a pummeling, suffering 27 major shell hits; 38 crew members were killed in the encounter and were buried at sea. For security reasons, and because the Japanese believed they had sunk her, the Navy gave the hot shooting battleship the code name Battleship X.

In 1943 the South Dakota joined the British Home Fleet in convoy duty. They also attempted to lure the German battleship Tirpitz from a Norwegian fjord but without success. After she returned to the Pacific Theater later that year, her massive 16-inch guns fired one-ton projectiles to bombard enemy territory in nine separate operations, including the first time that the Japanese homeland was shelled. By the end of the war the South Dakota had steamed 246,970 miles, destroyed 64 enemy planes, and was awarded 13 Battle Stars.

Vera Bushfield, who had christened the ship 28 years earlier, was in attendance at the dedication of this memorial on September 7, 1969, to hear speaker Vice Admiral Bernard F. Roeder declare, "This grand memorial shall stand in quiet tribute to a man-of-war, a Navy fighting ship that did its best for her country."



## THE JERSEYMAN



From the plaque...: “Mark 4 Fire Control Director  
This radar antenna was removed from the USS South Dakota BB-57  
when she was sold for scrap in 1962. For many years it was on  
display at the Naval Historical Center in Washington, D.C.

Four of these units were originally installed on the South Dakota  
high on the superstructure. They were designed to detect enemy  
aircraft & direct the fire from 5”/38 caliber guns on surface and air  
contacts. Sponsors: HTC Bob Brennan, USN,  
EQCM Doug Johnson, USNR, YNC Dale Norstrom, USNR”



Thanks to Battleship New Jersey **Volunteer Richard Silvers**, we had access to a USS *South Dakota* newsletter that read: “in October of 1962 the Lipsett Division of Luria Brothers paid \$446,000 for the *South Dakota* as scrap. The company agreed to return to the government some \$2 million worth of equipment aboard the ship, and this included 6,000 tons of armor plate requested by the Atomic Energy Commission.”

Battleship New Jersey Volunteer **Richard Silvers**, served as a Fire Controlman Third Class aboard USS *South Dakota* (BB-57) during World War 2.



### USS South Dakota (BB-57)

South Dakota - Class Battleship  
Launched 7 June 1941 by New York Shipbuilding, Camden, New Jersey  
Commissioned: 4 March 1942  
Decommissioned: 31 January 1947.

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

USS *South Dakota* received thirteen battle stars for her World War II service.  
(Source: DANFS)

## THE JERSEYMAN

### Building the Iowa Class Battleships... by Volunteer Art Hill

*The Jerseyman* does a great job of describing the Officers and Sailors, who crewed on the Big “J”, and their stories, but what about the men who built these mighty ships? I was one of them and I’d like to also tell my story. I have been a volunteer on the New Jersey since she arrived in Camden and have my “Five Year” Certificate. The tours are getting difficult as I get older but I still enjoy passing on her history to the young or old who visit our ship.

In 1938 when I graduated from high school in New York, the depression was not yet over and jobs were still very scarce. My parents could not afford to send me to college, so I started to work at whatever jobs I could find, and attended Brooklyn Polytechnic Institute at night, studying engineering. As Civil Service examinations were announced, I applied and took several of them. The Police Department, Fire Department and others were considered good jobs with security and good benefits. I also recall lining up in a “shape up” outside the Brooklyn Navy Yard on several mornings hoping to be called for a days work. I watched as foremen picked their own buddies day after day, but I was never chosen. When the Navy Yard went on a Civil Service basis and announced an examination for Apprentices, I applied.

A few months later the examination was held at several New York high schools. Several thousand men took the difficult three-hour examination dealing with math, mechanics and general questions, and about two months later I received welcome notification that I had passed the examination along with about 300 other applicants. I was assigned to the “ship fitters shop” and began work for \$14.89 per week.

In October 1939, I was photographed, given a security badge, and assigned to Charlie Cosgrove, a lead-man who learned his trade working in the shipyards of Scotland. Charlie placed me in a crew of a fitter and helper working on the double bottom of the **USS Iowa**. The Iowa was now about two months into construction and only her keel and bottom were down. Cosgrove then approached me one day and gave me an order for a tool kit. This was recognition that I was capable as a ship fitter capable of taking on work assignments on my own. I was given a helper, a blueprint and an assignment. I was now on my way and I completed my apprenticeship working on many different areas of the Iowa as she progressed. I installed boiler room stanchions, bulkheads, 16” gunpowder magazines, side tanks, deck sections and gun mounts. And, as we showed progress, we were given more difficult assignments.

After the December 7, 1941 attack on Pearl Harbor, our work schedule was increased and we went on 60 hours per week plus raises and lots of overtime pay. The workday was long starting at 7:30 am and ending at 6:pm, with a half hour for lunch. We worked in hot and cold weather, and the temperatures in January 1942 reached 11 degrees below zero. We often worked in the cold with no relief except at lunchtime, and with the cold winds coming off of the East River. Over two thousand men, covering 70 trades, were involved in building USS *Iowa* up to its launch.

Working on the ship was dangerous, there were many falls, broken arms and legs, crushing accidents, and several fatalities. More men were killed building these ships than were ever killed sailing in them. At the time, there was no government compensation, so if someone were killed or badly injured, fellow workers would take up a collection to send to the family. It was risky, and dangerous working with all of those heavy steel components.

One day, another ship fitter and I were told to place two special keel plates on the adjoining shipways. Several days later Navy Secretary Forrestal, Admiral King and several junior Navy Officers arrived to press buttons that riveted the plates together. That was the Keel Laying ceremony for the BB 63, the USS *Missouri*. Later, I was also given work assignments on the “Big Mo”.

As part of the apprentice program we were all required to attend a special school for two half days each week. We studied ship design, strength of materials, drafting, shape development, geometry and trigonometry, all of which were necessary for ship construction. With all the overtime we completed a four-year apprenticeship in just over three years. I was then assigned to the “mold loft” where the templates for the ship’s members were designed before being fabricated in the ship fitters shop. The shop was immense, with rollers, punches and shears that could shape and bend the plates for the ship. The work was very exacting, and indoors it was warm.

As skills developed the assignments also became more and more demanding. I worked with “outside machinists” as they erected vertical milling machines to finely finish the bearing surface of the barbets, and to accept the turrets. And worked on boiler room stanchions, watched as the huge steam boilers were lowered into position, and installed the bearing runners and blocks in the magazines to hold the powder cans that contained the powder bags for the 16 inch guns.



## THE JERSEYMAN

### Building the Iowa Class Battleships.....

I can also remember being present at the launching of the Iowa, the largest ship ever built at the Brooklyn Navy Yard, and it was on a nice summer day. The ways were cleared of all building materials and several hundred well-dressed guests lined the ways to watch the launch. The naval officers were in dress whites and the ladies were in summer dresses. When the bottle of champagne was broken on her bow, the mighty ship began its slide down the greased ways. As she picked up speed a cheer arose from the crowd, but unexpectedly, 40,000 tons of water were displaced and it momentarily rose above the ways, soaking the nearby attendees in dirty East River water. My helper and I lifted several people who had fallen. Fortunately no one was injured. No one had anticipated the rise of the water.

After the Pearl Harbor attack, the nation went on alert expecting additional attacks, and soldiers were assigned to protect us. The country was so unprepared for this that the soldiers assigned to protect us wore WW I uniforms, and carried wooden poles, because there were no rifles available. They stood guard on the roofs of the buildings and we sent them coffee to keep them warm.

The ships of the Iowa class were all identical, and I remember that templates we made for the Iowa and Missouri were later carefully shipped to the Philadelphia Navy Yard to be used on USS *New Jersey* and USS *Wisconsin*. The Iowa was the first of the class to be constructed, so lessons were learned.

The ships were both riveted, and welded. Rivet technology was well established but welding technology was relatively new. One of the results of welding is shrinkage, and there is distortion of the steel from the heat. Steel plates were cut slightly oversize to allow for welding shrinkage, but as the construction advanced, the keel of the Iowa began to rise from its keel blocks because of the shrinkage from the thousands of welds. Work was temporarily slowed while Navy Officers and engineers came from Washington to determine a way to correct the problem. They tried weights, chains and turnbuckles, but the keel remained the same. They had no choice but to continue and I have to believe that the stern of the Iowa is probably still several feet out of line to starboard. To further complicate the problem, all of the propeller shaft holes had already been cut in the shop. All of these huge holes had to be welded closed with plating, and new shaft tunnels were then cut to house the propeller shafts. This required hundreds of hours of extra work, with surveyors eyeing transits to be sure that the shaft tunnels were all true. Word was also sent down to Philadelphia to increase the shrinkage allowance so that the same didn't occur on building the New Jersey and Wisconsin.

In June of 1943, I left the Navy Yard to enlist in the Army Air Corps and was accepted for aircrew training. In 1944 I was commissioned a Second Lieutenant, and Navigator in a B-29 Squadron, and was honorably discharged on December 24, 1945.

As I serve today as a docent on the Battleship New Jersey, I often recall the days working in the Brooklyn Navy Yard, though when I was discharged from the Air Force, the yard was then slowing down. I chose a different career path, but still remember my shipyard days and building USS *Iowa*...

Submitted by:

**Volunteer Art Hill**

Philadelphia, Pennsylvania

#### “A forward turret being constructed aboard USS *Iowa* BB-61 in 1942.

Note the 0.75 in (1.9 cm) STS steel plates making up the gun house sides. To this will be bolted 9.5 in (24.1 cm) Class A armor plates. The turret back was 0.75 in (1.9 cm) STS over which was 12.0 in (30.5 cm) of Class A armor plate. The turret face, not yet in place in this photograph, was made up of 2.5 in (6.4 cm) STS steel over which was 17.0 in (43.2 cm) of Class B armor plate, equivalent to a single plate 18.75 in (47.6 cm) thick. The turret roof was 0.75 in (1.9 cm) STS over which was 7.25 in (18.4 cm) of Class B armor plate. Note the tower foremast in the background.”

**Courtesy of U.S. Naval Historical Center - Photograph # K-515**



## THE JERSEYMAN

### USS NEW JERSEY - VIETNAM... 40 YEARS AGO

April of 2008 will mark 40 years since the re-commissioning of USS *New Jersey* for the Vietnam war. *The Jerseyman* plans to cover this anniversary with an edition devoted to 1967-1969 photos, and stories from the crew.

If enough material is received, we will expand USS *New Jersey's* Vietnam story into additional issues as needed.

If you have a story on the following subjects, or other events that you can recall, please send them on to us at *The Jerseyman*... Thanks - TH

- Fitting out USS *New Jersey* for recommissioning
- Commissioning day April 6, 1968
- Shakedown operations
- Transiting the Panama Canal
- Thousands of visitors at Long Beach
- Hawaii and a visit by Admiral McCain
- Arriving on the line
- Remembering the Bob Hope show
- Christmas/New Years at sea
- Hosting the Army and Marines for R&R
- Firing missions and bombardment operations
- Helicopter operations
- UNREPS
- Turn-around/return to Japan following the April 15, 1969 EC-121 shootdown over the Sea of Japan.
- Return to Long Beach
- First hearing that the ship would not be returning to Vietnam
- Heading up to Bremerton and Decommissioning operations
- Decommissioning day in Bremerton - December 17, 1969



# THE JERSEYMAN



## THE JERSEYMAN

### ABOUT THE DECKS...



**Harry Frank, Swedesboro, NJ**  
 WW2 Veteran - 1943 to 1946  
 NAAS Green Cove Springs, FL  
 NAAS Alameda, California  
 FAW 8 - HEDRON 8 / CASU 6  
 (Carrier Aircraft Service Unit)  
 Battleship New Jersey Vol. - 6 years



**Harry Ruhle, Jr. Collingswood, NJ**  
 US Army  
 111th Infantry, Co. "B"  
 Battleship New Jersey Vol. - 7 years



**John Stickney, Wilmington, DE**  
 USS *A.M. Sumner* (DD-692),  
 USS *Charles S. Sperry* (DD-697),  
 USS *Rich* (DD-820), USS *H.J. Ellison*  
 (DD-864), USS *Clark* (FFG-11),  
 USS *Estocin* (FFG-16)  
 Battleship New Jersey Vol. - 3 years



**John Kelty, Hammonton, NJ**  
 US Naval Reserve  
 Battleship New Jersey Vol. - 6 years



**Ed Rosenheim, Audubon, NJ**  
 USS *Leyte* (CV-32)  
 USS *Mississippi* (BB-41)  
 USS *Tarawa* (CV-40)  
 USS *Antietam* (CV-36)  
 USS *Newport News* (CA-148)  
 Battleship New Jersey Vol. - 6 years



**Ralph Conard, Pedricktown, NJ**  
 USAF/USN - Truax Field, WI., McGuire  
 AFB, NJ., Wellertriplo, North Africa,  
 McDill AFB, FL, USS *Saratoga* CVA-60,  
 Vx6 Deep Freeze, USS *Forrestal* CVA-59,  
 USS *Nimitz* CVAN-68  
 Battleship New Jersey Vol. - 1 ½ years



**Richard Palazzo, Medford, NJ**  
 WW2 Veteran USN/USAF  
 VP-208 NAS Jacksonville, Fla.  
 NAS Trinidad  
 Battleship New Jersey Vol. - 6 years



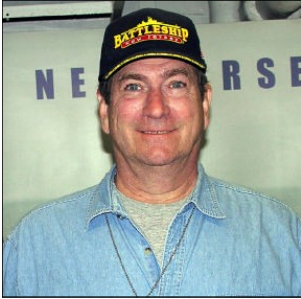
**Bill Higgins, Tabernacle, NJ**  
 USNA, NAS Pensacola, USS *Damato* DD-871,  
 USS *Robinson* DD-562, USS *Adroit* MSO-509,  
 DesRon 12, USS *Gainard* DD-706,  
 ComCruDesLant Staff,  
 ComNavDist 3 and 4 Staff  
 Battleship New Jersey Vol. - 6 years



**Al Saggese, Havertown, PA**  
 WW2 Veteran - US Army  
 1st Cav. Div., "G" Troop, 12th Reg't.  
 Battleship New Jersey Vol. - 6 years

## THE JERSEYMAN

### ABOUT THE DECKS...



**Jim Maher, Cherry Hill, NJ**

US Army  
38th Artillery Brigade,  
52nd Artillery Brigade  
US Army Intelligence School  
73rd Surveillance Airplane Co., RVN  
210th Combat Aviation Bn, RVN  
Battleship New Jersey Vol. - 6 years



**Richard Blash, Mt. Laurel, NJ**

US Army  
24th Inf. Div. Korea  
101st Airborne, Ft. Campbell, KY  
Battleship New Jersey Vol. - 6 years



**Frank Randolph, Paulsboro, NJ**

WW2 Veteran USMCR  
China mainland  
Battleship New Jersey Vol. - 6 years



**Wayne Schofield, Bellmawr, NJ**

US Navy - NAS Memphis,  
NAS Cecil Field, FL.  
Battleship New Jersey Vol. - 6 years



**Bill Stokes, Hammonton, NJ**

Battleship New Jersey Vol. - 3 years



**Larry Hennessy, Deptford, NJ**

USNR - USS Willard Keith DD-775  
Battleship New Jersey Vol. - 6 months



**Joe Donnelly, Mt. Laurel, NJ**

WW2 Veteran  
US Naval Amphibious Forces  
USS Pickaway (APA-222)  
Battleship New Jersey Vol. - 6 years



**Dan Soldano, West Deptford, NJ**

US Naval Reserve  
USS William C. Lawe (DD-763)  
Sr. Surface Officer, ComCarGru 8  
Battleship New Jersey Vol. - 1 ½ years



**Ed Haas, Deptford, NJ**

WW2 Veteran - US Army  
1st Cav. Div., "G" Troop, 12th. Reg't.  
Battleship New Jersey Vol. - 6 years

## THE JERSEYMAN

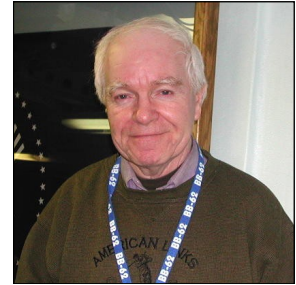
### ABOUT THE DECKS...



**John Mills, Maple Shade, NJ**  
 USS *Enterprise* (CVA(N)-65)  
 USS *Franklin D. Roosevelt* (CVA-42)  
 Battleship New Jersey Vol. - 6 years



**Richard Silvers, King of Prussia, PA**  
 WW2 Veteran  
 USS *South Dakota* (BB-57)  
 Battleship New Jersey Vol. - 6 years



**Bob Walters, Cinnaminson, NJ**  
 US Navy  
 USS *Great Sitkin* (AE-17)  
 USS *New Jersey* (BB-62)  
 Battleship New Jersey Vol. - 6 years



**George MacCulloch, Audubon, NJ**  
 USS *PC1232*, USS *J. Douglas Blackwood* (DE-219), USS *Harlan R. Dixon* (DD-708), USS *Rockbridge* APA-228), USS *New Jersey* (BB-62), USS *Newport News* (CA-148), USS *Shasta* (AE-6), USS *Neosho* (AO-143)  
 Battleship New Jersey Vol. - 6 years



**Harry Schafer, Delran, NJ**  
 2 Years USMCR, 4 Years USN  
 USS *Navasota* (AO-106)  
 Battleship New Jersey Vol. - 6 years



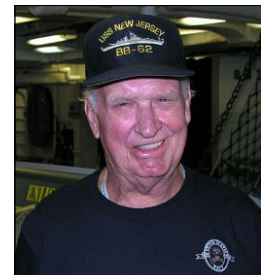
**“Gus” Augustin, Southampton, Pa**  
 USMC - Marine Detachment  
 USS *New Jersey* (BB-62)  
 Battleship New Jersey Vol. - 6 years



**Bill Vets, Blackwood, NJ**  
 NAS Jacksonville, Florida  
 NAS Whidbey Island, Washington  
 NAS Atsugi, Japan  
 Battleship New Jersey Vol. - 6 years



**Ed Adams, Smithville, NJ**  
 8th Army, 36th Eng. Group  
 Battleship New Jersey Vol. - 2 years



**Ed Miller, Pemberton, NJ**  
 USN/USAF 28 Years  
 USS *Cowie* (DD-632/DMS-39)  
 Battleship New Jersey Vol. - 6 years

**Editor’s Note:** Accumulating the individual photos of all Battleship New Jersey volunteers, and keeping them straight with their short biographies is a major challenge. Most of the work has been done by the following volunteers and without their continuing help, we could not have gotten this far. We owe a lot of thanks to volunteers **George LoPresti, Skip de Glavina, Max Newhart, Richard Thrash, Rich Zimmerman, Joe Groppenbacher, Charles Higgins, and Margaret and Dave Burgess.**  
 More to come...

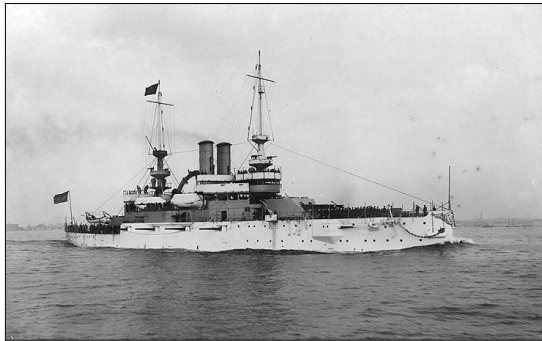
## THE JERSEYMAN

### SHIP'S BELLS

#### The BB-65 Ship's Bell...

This interesting BB-65 ship's bell, shown at the top of Page 19 in the last Edition of *The Jerseyman* (3Q-2007), is unusual in several aspects. First of all, and as noted, it was created for use on a naval vessel that was never completed.

Such things (including builder's plates) normally are not manufactured until a ship's construction is well advanced and the actual year of commissioning can be firmly established. Given the slowdown in naval construction at the end of WWII, even if BB-65 had become a reality, the year inscribed on the bell might well have then been incorrect.

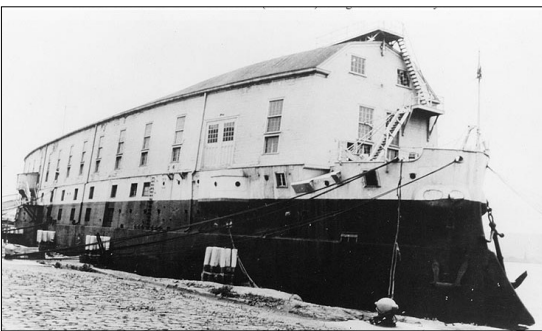


Even though BB-65 was never completed, there once was a USN battleship named ILLINOIS...

The first USS ILLINOIS (BB-7) was built at Newport News Shipbuilding, and she was the third battleship to be constructed there. The two that preceded her (KEARSARGE and KENTUCKY) were ordered in 1895. Although all three were modest ships by contemporary naval design standards, it must have been surprising (at least to the competition,) that the Navy would even qualify, much less order battleships from a shipyard that had been in existence for only a decade.

After being awarded a contract for BB-7 in September of 1896, NNS assigned Hull #21 to the project. She was a fraction of the size and capability of IOWA-Class battlewagons. ILLINOIS was a little over 375 feet long, had a displacement of 11,625 tons and her main armament was four – 13 inch naval rifles; installed in two turrets, one forward and one aft on her main deck.

She had two - triple expansion engines that developed a total of 10,000 SHP. Her contract speed was 16 knots, but on trials in June of 1901 she attained 17.31 knots.



Commissioned in September of 1901, ILLINOIS served, both on active duty and in the reserve fleet, as a battleship until 1924. The highlight, certainly, of her service, was being a unit in the Great White Fleet that conducted the Navy's famed round-the-world cruise in 1908-1909. Between the years 1919 and 1924, she was used as a militia training vessel. Excluded from further use as a warship by the terms of the Washington Treaty, ILLINOIS was fitted out as a floating armory at New York Navy Yard in 1924 and assigned to the New York Naval Reserve.

Reclassified as IX-15 in January of 1941, she was renamed PRAIRIE STATE to allow her original name to be assigned to BB-65. During WWII she served as a U.S. Naval Reserve Midshipmen Training School and after the war provided quarters for a Naval Reserve unit until December of 1955.

In 1956, fifty-five years after commissioning, she was stricken from the Navy list and scrapped. This was one vessel gave the taxpayers their money's worth!

Contributed by:

**Bill Lee**

**Monroe, North Carolina**

*Portions of the historical and technical data above, and the photographs of BB-7/IX-15 are courtesy of the Naval Historical Center, Washington, DC.*



## THE JERSEYMAN

### SHIP'S BELLS

#### USS BENNINGTON (CV-20)

*Essex*- Class Aircraft Carrier

Keel laid at New York Navy Yard on 15 December 1942

Launched 26 February 1944

Commissioned: 6 August 1944

Decommissioned: 15 January 1970

*Bennington* was stricken from the Navy List in 1989

and sold for scrap on 1 December 1994

USS *Bennington* received three battle stars for her World War II service and 5 battle stars during Vietnam. (Source: DANFS)

The bell for USS *Bennington* is displayed at the Bennington Town Office Building in Bennington, Vermont

Bell photos contributed by  
**Volunteer Andy Roppoli**  
 Shamong, New Jersey



#### Aircraft Carriers... by Ernie Pyle (1900-1945)

“An aircraft carrier is a noble thing. It lacks almost everything that seems to denote nobility, yet deep nobility is there. A carrier has no poise. It is top-heavy and lopsided. It has the lines of a well-fed cow. It doesn't cut through the water like a cruiser, knifing romantically along. It doesn't dance and cavort like a destroyer. It just plows. You feel it should be carrying a hod. Yet a carrier is a ferocious thing, and out of its heritage of action has grown its nobility. I believe that every navy in the world has as its No. 1 priority the destruction of enemy carriers. That's a precarious honor, but it's a proud one.”

(Written while Pyle was aboard USS *Cabot* in 1945, and excerpted from the forward of “*The History of the USS Cabot (CVL-28) a fast carrier of WWII*” by J. Ed Hudson.)

Contributed by:

**Volunteer Bob Carmint, Jr.**, Southampton, Pennsylvania  
 Former crewman USS *Cabot* (CVL-28)

#### USS *Indiana* ship's bell location...

In the last issue, we did not include the location of the USS *Indiana*'s bell and received an email asking where it could be visited. We contacted **Mr. Ethan Wright** of the Indiana War Memorial Museum for information, and with thanks to Mr. Wright, we received this detailed response:

“We're right in the heart of downtown Indianapolis, 3 blocks north of Monument Circle (which is also one of our properties and houses our Civil War Museum). The bells are in the WWII room, and will soon be joined by a 7'-8' long scale model of USS *Indiana*, as well as the silver service and other artifacts from the ship. When we get the model, we plan to install a whole new Indiana exhibit.

The anchor is part of the USS *Indiana* Anchor and Memorial at the Allen County War Memorial Coliseum in Fort Wayne, IN, which is not part our properties.”

#### Correction -

In our last issue, USS *Savannah* (CL-42), was listed as being struck from the Navy list on 1 March 1969 and sold in 1966. This was an error within the Dictionary of American Naval Fighting Ships (DANFS,) and it should have read: “stricken on 1 March 1959, and sold 25 January 1960 to Bethlehem Steel Company.” Our thanks to **Ron Reeves, HTC, USN (Retired)** for the “heads-up” on this correction.

(Source: **Robert J. Cressman**, Head, Ships History Branch, Naval Warfare Division.)



## THE JERSEYMAN

### The Brooklyn Dodgers? by Tom Helvig

If you were like me and missed this half century old baseball story that only surfaced in 2001, the revelation is an eye-opener. And so I hope *Jerseyman* readers will allow me to switch gears this one time, for a different kind of a history story, and it might bring a chuckle now but it sure wasn't funny to me in 1951. The news was from the New York Polo Grounds back on Wednesday, October 3, 1951, and it happened at exactly 3:58 p.m. Yep, they even played Major League ball on weekday afternoons back then, and fans actually dressed up in their Sunday best for the games.

For those of us who grew up during the 1940's and 1950's, our newspapers were filled every day with the grim reports and photographs of World War 2, and then, 5 years later, it started all over again with the "Police Action" that was the Korean War. But just being kids, we were enjoying baseball big-time, and just having our baseball heroes back home again from WW2. And to me, baseball was far more fun as a game back in those days. Especially if you were living in New York City where we had the Brooklyn Dodgers, the New York Yankees, and the New York Giants.

So when this history making game was played, I was a devoted (ok, rabid) Brooklyn Dodger fan, and we lived on 55th street in Bay Ridge, Brooklyn surrounded by my old stickball buddies that were just as passionate about their ugh... Yankees. So now, after 56 years of living with the pain of Bobby Thomson's 1951 home run that took the pennant away from my "Bums," I think I yelled when I read about the new details (at least new for me,) in the Wall Street Journal the morning of July 10, 2007. My loving wife of 50 years, (and a lifetime Yankee fan,) still laughs about it.

I was born and raised in Brooklyn and rooting for the Brooklyn Dodgers from as far back as I can remember, and I rarely missed reading their stats each day until I joined the navy. Then, in the fall of 1955, and while I was in Radioman Class "A" School at NTC San Diego, the "Bums" beat the Yankees in the World Series. Even without the \$50 bucks I won, what a cloud-nine day that was! So for me, there will never be another team in all of baseball like my old Brooklyn Dodgers, and when Walter O'Malley sold us out and sent the team to California in 1957 (the Giants also went,) I was so disgusted that I turned away from baseball for good. Even now, I rarely watch a baseball game. When you grew up watching baseball greats like Ted Williams, Stan Musial, Bob Feller, Joe DiMaggio and my Brooklyn Dodgers for \$1.50 a ticket, well... I got spoiled.

I spent many days either listening to the legendary Red Barber broadcast games on the radio, or at Ebbets Field watching Pee Wee Reese, Carl "The Reading Rifle", a.k.a. "Skoonj" Furillo, Duke Snyder, Gil Hodges, Billy Cox, and of course Jackie Robinson who stole HOME no less than 19 times in his career. I was even lucky enough to be in the stands one day to watch him steal it! I'll never forget it. And by the way, with today's phony steroid-stats and big money salaries, whatever happened to the lost art of stealing home? Did you know that old Ty Cobb still holds the record for stealing home 54 times? Even Babe Ruth stole home 10 times!



So reading this news article that morning, it all came rushing back to "dat day" of October 3, 1951, when Bobby Thomson hits his three-run homer with two men on in the ninth, beats the Brooklyn Dodgers 5-4, and the New York Giants won the National League pennant. I still can't believe it, even though I actually watched it happen on our first small Black & White TV, and was forever scarred by it. For more than 50 years, the pain of that homer never faded even a little - until now. Why? Because we now know that Bobby Thomson *knew* that Ralph Branca's fast ball was coming even *before* he threw it.

According to the article, in 2001 Joshua Prager, a WSJ reporter, got New York Giants catcher Sal Yvars to admit that the Giants had been stealing signals all season long. How? With a guy manning a telescope from a secret window in the centerfield of the Polo Grounds, and using a buzzer. And Prager's great book about it (see below) says that within 7 seconds of "that" sign, Bobby Thomson *knew* Branca was going to throw him a fastball! He looked for it, he waited... and the rest is history. So would it really have made any difference if Manager Charlie Dressen had put in Clem Labine instead of Ralph Branca? Or if the injured Roy Campanella had played and called for a different pitch than Rube Walker? Or, if they had walked Thomson and pitched to a Rookie by the name of Willie Mays?

The Yanks then went on to take the 1951 "Subway Series" in 6 games from the New York Giants, and Brooklyn Dodger fans went back to the old refrain... "*Wait till next year!*" And by the way, wouldn't it have made more sense to keep the Dodgers in Brooklyn, and let L.A. have the Mets? (LOL)

To read more about this game, and those "real" baseball days, we recommend: "*The Echoing Green: The Untold Story of Bobby Thomson, Ralph Branca and the Shot Heard Round the World*" by Joshua Prager, Pantheon Press 2006.

## THE JERSEYMAN

### Simulator USS *Trayer* Commissioned, and "Ready For Sea"

by Scott A. Thornbloom, NSTC Public Affairs - Navy Newstand - July 3, 2007

Her predecessors were warships that never touched a drop of seawater.

They bore the names "USS *Recruit*," "USS *Bluejacket*" and "USS *Marlinspike*." They were landlocked ship simulators, used to train Navy recruits the basics of seamanship, damage control, firefighting and shipboard living.

And now, USS *Trayer* (BST 21), a 210-foot Arleigh Burke-class destroyer simulator, was commissioned in ceremonies held June 18 at the only Recruit Training Command (RTC) in the Navy.



The commissioning ceremony for *Trayer* was as real as any held in San Diego, Norfolk or anywhere else in the Navy. But this commissioning was unique, as the Navy's newest "tin can" is dry-docked inside the USS *Iowa* Complex aboard RTC Great Lakes. The entire training complex price tag was \$82.5 million -- including the high-tech simulator. *Trayer* is ready to embark and train more than 40,000 recruits each year as the centerpiece for Battle Stations 21 evolutions.

"This is the last thing the recruits do before they graduate," said Chief Aviation Electronics Technician (AW/NAC) Tim McKinley, one of BST 21's facilitators. "Their night on board *Trayer* is also considered no longer training the recruit. It's more a chance to evaluate the reactions of the recruit in tight situations and a chance for the recruit to see how far they have come."

Battle Stations 21 started in 1997 as a culmination of basic training and a rite of passage from recruit to Sailor. *Trayer* is the latest and final tool to help recruits make that transitional journey.

More than 250 people were in attendance as *Trayer* was brought to life and commissioned at RTC. For the faux destroyer's facilitators -- the ship's crew -- the ceremony was as exciting and close to a real commissioning many of them have experienced during their Navy careers.

During the 12-hour series of scenarios on the high-tech simulator, recruits are tested on teamwork and basic skills needed when they report to their first ship. It is 12 hours of anything that could happen aboard a ship at sea from fire to flooding caused by battle damage. There are also simulated missile attacks, line handling evolutions and mass casualty events.

"This is as real as we can get to what can actually happen at sea," McKinley said. "We use lessons learned from the terrorist attack on USS *Cole* (DDG 67), mine damage to USS *Tripoli* (LPH 10) in Desert Storm and missile attack to USS *Stark* (FFG 31)."

McKinley said the destroyer simulator was designed by award-winning Hollywood set designers and has state-of-the-art special effects technology.

"There are actual scenes and flats on the pier to make it look like the ship has pulled into a new port," McKinley said.

*Trayer* also sits in a pool of water and there is a lighting system to make it look day or night on the pier. All this scenery and Hollywood setting is the first thing the more than 80 recruits see before boarding the destroyer.

"You actually feel like you're coming down a pier, walking across the brow and boarding a ship. Then you feel like the ship is under attack and you have to fight the ship, stop the fires and flooding, to save it," McKinley added.

## THE JERSEYMAN

Recruit Kathleen Alicea, 18, called Battle Stations 21 a challenge, but fun. "On Trayer it's more realistic and more hands-on. It's a long night, but I think we'll be better prepared for the fleet," she said.

Most of the decks aboard Trayer are epoxy-coated concrete; some are tilted to emulate battle damage. The walls are made of epoxy-coated plywood over metal studs or concrete block. The exterior hull is clad in fiberglass panels attached to a strut system held up by steel studs. The superstructure is a combination of aluminum-composite and foam panels. Hatches, watertight doors, lifeboats, muster bells, and other naval details are either replicated or salvaged from decommissioned ships. Inside, compartments are outfitted with berthing spaces, control rooms and the bridge. There are also special controlled areas where magazine spaces flood and compartments are engulfed in flames.

"It's so real that it stops me in my tracks," said Lt. Andrew Bond, officer in charge of Battle Stations 21. "If she had another side, she'd be ready for sea."

Ensuring that the correct infrastructure is in place to execute the bomb blasts, floods and mass casualty scenarios presented inside Trayer was the responsibility of designers from Smith Group, and that was not easy, said Arun Bhavsar, principal and project manager.

Designers frequently came up with unique ways to ensure the scenarios would be as realistic as possible. For instance, the "ocean" in which USS Trayer sits is stagnant and needs to be continually disinfected. Using chlorine, however, wasn't an option. "You can't call it an 'ocean' if it smells like a swimming pool," Bhavsar said. Instead, a complex ozone and ionization system was created that eliminates the need for odorous chemicals.

Designers also found subtle ways to draw water from Trayer's mock "ocean" for use in the flood scenarios inside the ship. Gravity, combined with sloping floors and a hidden pipe, help one of the rooms fill with water. Once the scene is complete, the water drains to a trench and a series of filters strains the water for any debris. The ionization system cleanses the water of bacteria and it is then pumped back into the simulated "sea".

Another scene uses large amounts of glycol to create the appearance of "steam." Because USS *Trayer* is located within an enclosed building, the glycol needs to be quickly removed from the space to prepare for the next scene. Engineers designed a rapid exhaust system with extensive ductwork and exhaust fans in the roof to quickly ventilate the area. These are automated and integrated into a standard building management system.

Though USS *Trayer* may never fight a real battle on the open seas, the essential part of her training mission is best summed up by the simulator's ship class namesake, the late Adm. Arleigh "31-Knot" Burke: "This ship is built to fight. You had better know how."



With NTC Great Lakes the last remaining boot camp, we tried to compile the closing years for all the old NTC's...

**NTC Farragut, ID - 1945**

**NTC Sampson, Geneva, NY - 1958**

**NTC Bainbridge, MD - 1976**

**NTC San Diego, CA - 1997**

**NTC Orlando, FL - 1998**

**NTC Lido Beach, Long Island, NY** trained the US Naval Armed Guards during WW2, but a closing date couldn't be found. - TH

## THE JERSEYMAN

### BATTLESHIP DAYS... BY HAMP LAW

"Yep, I'll tell ya, back in the old boot camp days our comp'ny went through some real type 'mergency ship drills... without hesitatin' we hadda jump off the high platform n' into the pool. That Ol' Chief said we were 'bout the bravest bunch of boots he'd ever seen..."



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

#### Disclaimer:

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