

LOCAL PA/NJ NAMED SHIPS



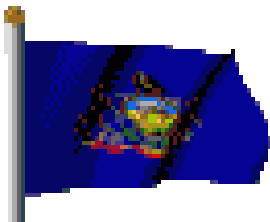
USS PENNSYLVANIA (SSBN 735)
SUBMARINE -- OHIO CLASS



USS PENNSYLVANIA (BB 38)
BATTLESHIP -- IOWA CLASS



SPIRIT OF PENNSYLVANIA
B-2 BOMBER



GENERAL

From Warship to Cruiser, and into the modern era of the Submarine ... the call has long gone out for Good Men to serve on Warships named **PENNSYLVANIA**.

The following have been named in honor of the **STATE OF PENNSYLVANIA**:

- ◆ **Ship-Of-The-Line**
- ◆ **Screw Steamer**
- ◆ **Armored Cruiser (ACR-4)**
- ◆ **Battleship (BB-14)**
- ◆ **Battleship (BB-38)**
- ◆ **Submarine (SSBN-735)**
- ◆ **B-2 Bomber**

◆ **SHIP-OF-THE-LINE** ◆



There were 3 US Navy Ships that previously have borne the name of **USS PENNSYLVANIA**, with each serving a long and distinguished Career. As a new Ship of the Line, authorized by Congress in 1816, the first Ship, named for the **State Of Pennsylvania**, was one of 9 Ships to rate not less than 74 Guns each, and was built to represent the might of a new Nation.

This Ship was approved by Congress on 29 April 1816 and was designed and built by *Samuel Humphreys* in the **Philadelphia Navy Yard**. With 4 complete Gun Decks, of which 3 were covered and specified to carry no fewer than 74 Guns with 136 Gun Ports, the **USS PENNSYLVANIA** was the largest US Navy Sailing Warship ever built.

Construction began in 1821, but was delayed due to Budget Restrictions -- History does repeat itself! The Ship was Commissioned in 1837 and served in numerous capacities until 1861.

By the time the Ship was being fitted out, the Ship's originally mounted 16 8-Inch Shell Guns and 104 32-Pounders were replaced with Shell Guns. An 1846 Bureau of Ordnance Gun Register records the Ship's Armament as follows: Spar Deck, 2 9-Pounder Cannon and 1 small Brass Swivel; Main Deck, 4 8-Inch Chambered Cannon received from Norfolk in 1842 and 32 32-Pounder Cannon; Middle Deck, 4 8-Inch Chambered Cannon received from Norfolk in 1842 and 30 32-Pounder Cannon; and Lower Deck, 4 8-Inch Chambered Cannon and 28 32-Pounder Cannon. The Ship measured 210 Feet between Perpendiculars; had a Molded Beam of 56 Feet 9 Inches, Depth of Hold, 24 Feet 4 Inches; Tonnage of 3,105; and designed complement of 1,100 Officers and Men.

The **USS PENNSYLVANIA** remained in service until 1842, becoming a Receiving Ship for the **Norfolk Navy Yard**. The Ship remained in the **Norfolk Navy Yard** until 20 April 1861, when it was burned to the Waterline to prevent it falling to the Confederacy.

◆ **SCREW STEAMER** ◆

A Screw Steamer, originally named **KEYWADEN**, was assigned the name **PENNSYLVANIA** on 15 May 1869. The Ship was laid down in the **Boston Navy Yard** but was never launched and lay on the ways from 1863 to 1884 and then was broken up.

◆ **ARMORED CRUISER** ◆



In 1901, the **USS PENNSYLVANIA** sailed again as the **Armored Cruiser 4 (ACR-4)**. Sailing from *Philadelphia*, the Ship ushered in a new era of Naval Aviation by launching and retrieving an Aircraft on the Ship's Afterdeck. However, the name would soon be changed to the **USS PITTSBURGH** to make way for a new and larger **USS PENNSYLVANIA**.

The Ship's Keel was laid by *William Cramp And Sons* in *Philadelphia* on 7 August 1901; launched on 22 August 1903; and commissioned 09 March 1905, with Captain *Thomas C. McLean* in Command. The Ship's Parameters were: Displacement, 13,400; Length, 503 Feet 1Inches; Beam, 69 Feet Inches; Draft, 24 Feet 1Inch; Speed, 22 Knots; Complement, 829 Personnel; Armament, 4 8", 14 6", 18 3" Guns and 2 18" Torpedo Tubes.

The Ship operated on the East Coast and in the Caribbean until 08 September 1906; went to the Asiatic Station and returned to **San Francisco** on 27 September 1907 for West Coast Duty. The Ship visited Chile and Peru in 1910. During the Winter of 1910-1911, a Plane landed on and took off from a Platform constructed on the Afterdeck, opening the era of Naval Aviation. While in Reserve at Puget Sound from 01 July 1911 to 30 May 1913, the Ship trained Naval Militia. The Ship was re-named **PITTSBURGH** on 27 August 1912 to free the name **PENNSYLVANIA** for a new Battleship.

◆ BATTLESHIP ◆

Originally, the Battleship, **USS NEBRASKA (BB-14)**, was intended to carry the name of the *State of Pennsylvania*.



The Battleship, **USS PENNSYLVANIA (BB-38)**, was commissioned into Naval Service in 1916 and quickly became known for power and high standards of excellence, with Displacement, ~ 31,400 Tons; Speed, ~ 21 Knots; 31,500 HP; Length, 608 Feet; Flagship Crew ~ 1100 Men; 12 14-Inch Guns, 22 5-Inch Guns and 4 smaller Guns; 4 21-Inch Torpedo Tubes; Armor Belt, 16 Inches; and Triple Turrets.

USS PENNSYLVANIA was attached to the Atlantic Fleet and on 12 October 1916, became Flagship of Commander in Chief, US Atlantic Fleet (*Admiral Henry T. Mayo*). In January 1917, **PENNSYLVANIA** steamed for Fleet Maneuvers in the Caribbean and returned to Homeport at **Yorktown, VA**, 06 April 1917, the day of Declaration Of War against *Germany*. The Ship did not sail to join the British Grand Fleet since it burned Fuel Oil; and since Tankers could not be spared to carry additional fuel to the British Isles, only Coal-Burning Battleships were selected for this Mission. While at **Yorktown**, the Ship kept in battle trim with Fleet Maneuvers, Tactics, and Training, intervened by overhaul at **Norfolk** and **New York**.

The Ship served in both the Atlantic and Pacific Fleets, acting as a Flagship and embarking such dignitaries as *President Woodrow Wilson*, *Vice President Thomas Marshall*, and various Cabinet Members.

Dry-docked in **Pearl Harbor** on 07 December 1941, the **USS PENNSYLVANIA** was one of the first Ships to provide defensive fire against the attacking Japanese Torpedo Planes and Bombers. Following repairs in **San Francisco**, the Ship returned to service in the Aleutian and Pacific Campaigns. A Japanese Torpedo Plane Attack removed her from Active Service, and the Ship became a Target for **Atomic Tests** at **Bikini Atoll** until De-Commissioning in 1946.

The **USS PENNSYLVANIA (BB-38)** received **8 Battle Stars** for WWII Service.

◆ SUBMARINE ◆

Fleet Ballistic Missile Submarines (SSBN) often operate secretly, and histories are not readily available. Each **OHIO (TRIDENT)** Class Fleet Ballistic Submarine has 2 Crews: **Blue** and **Gold**. The **Submarines** can continuously operate for 70 Days, and afterwards are in the Shipyard for ~25 Days. During Deployments, the **Submarines** are often situated in the Area of the North Pole.

Strategic deterrence has been the sole Mission of Fleet Ballistic Missile Submarines (Nuclear-Powered Submarines armed with Long-Range Strategic Missiles) since their inception in 1960. SSBNs provide the Nation's most survivable and enduring Nuclear Strike Capability. OHIO Class Submarines have replaced aging Fleet Ballistic Missile Submarines that were built in the 1960s and are far more capable. These Submarines provide the Sea-Based Leg of the US Strategic Deterrent Force Triad of which there are 18 Tridents (24 Missiles, each), carry 50% of the total US Strategic Warheads. Although the Missiles have no Pre-Set Targets, when the Submarine goes on Patrol, the Submarines are capable of rapidly targeting Missiles should the need arise, using secure and constant At-Sea Communications Links. These Submarines have been specifically designed for extended deterrent Patrols.

To decrease Crew In-Port time for turnover and replenishment, 3 large Logistics Hatches are fitted to provide large diameter Re-Supply and Repair openings. These Hatches allow Sailors to rapidly transfer Supply Pallets, Equipment Replacement Modules, and Machinery Components, significantly reducing the time required for Replenishment and Maintenance. Class design and modern main

concepts will allow these Submarines to operate for 15+ Years between Overhauls. The first 4 **OHIO** Class Submarines are scheduled for Conversion over the next 5 Years to Guided Missile Submarines (SSGN) with an additional capability to transport and support Navy special operations forces.



On 02 March 1987, the Electric Boat Division of General Dynamics, Gorton, CT, laid the Keel for **USS PENNSYLVANIA (SSBN-735)**. The Submarine was launched on 23 April 1988; delivered on 22 August 1989; and Commissioned on 09 September 1989. The Submarine currently operates with the Atlantic Fleet, out of **Kings Bay, GA**. The Submarine's Parameters are Displacement 16,854; Length, 560 Feet; Beam 42 Feet;

Navigational Draft, 38 Feet; Speed, 20+ Knots; Armament, Ballistic Missiles (24 Trident and II Tubes), Torpedoes, 4 Tubes (MK 48 Torpedoes); and Complement: Officers, 13; Chief Petty Officers, 16; Enlisted, 157).



The development of **USS PENNSYLVANIA**, the 10th **OHIO** Class Submarine and 1st to bear this **State** Name, was based upon extensive considerations of all aspects of Survivability and capabilities required in a Sea-based Deterrent Platform designed for Operations through the next Century. This Design incorporates newer, quieter Machinery that cannot be installed in the other Fleet Ballistic Missile Submarines because of Space and Weight Constraints.

His Submarine utilizes an advanced Sonar System, comparable to that developed for USN Attack Submarines and is capable of providing long-range Detection, as well as more effective tracking of other Ships, or Submarines.

Key features include improved Maintainability, Reliability, and Availability resulting from modular replacement concepts of major Equipment, improved design and incorporation of Integrated Logistics Support (ILS).

The Submarine also has additional growth potential to accommodate future Technology, as it becomes available, both in Ship Systems and in larger Missiles. High Patrol Speeds greatly increase Ocean-Operating Area, providing the ability to avoid potential Enemies, thus enhancing Survivability.

There have been 6 US Navy Ships named **USS PHILADELPHIA**, in honor of the city of **Philadelphia**, PA. The 1st **USS PHILADELPHIA** was a Gondola built in 1776 on Lake Champlain by *Benedict Arnold* and sunk in the Battle of Valcour Island. The 2nd **USS PHILADELPHIA**, was a 28-Gun Sailing Frigate that was active in the Quasi War, captured in the 1st Barbary War, and later burned. The 3rd **USS PHILADELPHIA** was a Side-Wheel Steamer used in the American Civil War. The 4th **USS PHILADELPHIA (C-4)** was a Protected Cruiser, Commissioned in 1890 and In-Service until 1926. The 5th **USS PHILADELPHIA (CL-41)** was a Light Cruiser, Commissioned in 1937, active in WW II, and finally sold to *Brazil* in 1951.



The 6th, and current **USS PHILADELPHIA (SSN-690)** is a **LOS ANGELES** Class Attack Submarine, which was Commissioned in 1977 and is Home Ported at the Naval Submarine Base in **Groton, CT**. The Submarine is on Active Service as of 2003.

"We Deliver"

LOS ANGELES Class Attack Submarines (SSN) are the most numerous Nuclear-Powered Submarines built by any Nation and forms the bulk of the US Attack Submarine Force well into the 21st Century. These Submarines were preceded by the **STURGEON** Class and followed by the **SEAWOLF** Class. This Submarine Class is extremely fast and carries about 25 Torpedo Tube-Launched Weapons. The last 31 Submarines have 12 Vertical Launch Tubes for TOMAHAWK Cruise Missiles. Of these, the final 23, referred to as 688I, are even quieter, incorporate an Advanced Combat System, and are configured for Under-Ice Operations (Bow Diving Planes and Reinforced Sail).

The Submarines are designed to seek and destroy Enemy Subs and Surface Ships. The concept of Technical Superiority over Numerical Superiority was and still is the driving force in American Submarine Development. A number of Third World Countries are acquiring modern State-Of-The-Art Non-Nuclear Submarines, and countering this Threat is the Primary Mission of US Nuclear Attack Submarines. Other Missions range from Intelligence Collection and Special Forces Delivery to Anti-Ship and Strike Warfare. The Submarines Characteristics are Length, 362 Feet; Beam, 33 Feet; Draft, 32 Feet; Displacement, 6,075 Tons; Propulsion, 1 S6G Reactor; 1 Prop; Speed, 25+ Knots, Submerged; Radar System, AN/BPS-15H; Sonar System, BQQ-5E Active/Passive Sonar, with TB-16 Towed Array Sonar; Weapon Systems, (4) 21-inch Horizontal Launch Tubes, MK-48 ADCAP Torpedoes, TOMAHAWK Land Attack Missiles (TLAM), MK-67 Mines, and MK-60 Mines; Crew, 12 Officers, 98 Enlisted.

◆ BOMBER ◆



The B-2 Bomber is a Multi-Role Bomber capable of delivering both Conventional and Nuclear Munitions. A dramatic leap forward in Technology, the Bomber represents a Major Milestone in the US Bomber Modernization Program. The B-2 brings massive Firepower to bear, in a short time, anywhere on the Globe through previously impenetrable Defenses.

Along with the B-52 and B-1B, the B-2 provides the penetrating flexibility and effectiveness inherent in Manned Bombers. Its Low Observable, or Stealth, characteristics (Composite Materials, Special Coatings, and Flying-Wing Design) give it the unique ability to penetrate an Enemy's most sophisticated Defenses and threaten its most valued, and heavily defended, Targets.

Its capability to penetrate Air Defenses and threaten effective Retaliation provides for a strong, effective Deterrent and Combat Force well into the 21st Century. In addition, the revolutionary blending of Low Observable Technologies with High Aerodynamic Efficiency and Large Payload gives the B-2 important advantages over existing Bombers.

The Bomber's Low Observability, which provides greater freedom of Action at High Altitudes, thus increasing Range and providing a better Field Of View for the Aircraft's Sensors. The un-refueled Range is approximately 6,000 Nautical Miles (9,600 Kilometers), with a Speed of High Subsonic.



The B-2 Bomber has a Crew of 2: Left Seat is Pilot and Right Seat is Mission Commander, compared to the B-1B's 4-Man Crew and the B-52's 5-Man Crew. The B-2 Bomber, **SPIRIT OF PENNSYLVANIA**, operates from Whiteman Air Force Base (AFB), MO, the only B-2 Bomber Operational Base (509th Bomb Wing) in the US, with the 1st Aircraft, **SPIRIT OF MISSOURI**, having been delivered on 17 December 1993. Depot Maintenance is performed by Air Force Contractor Support and is managed at the Oklahoma City Air Logistics Center, Tinker AFB, OK.

U S S PENNSYLVANIA (BB - 38)

GENERAL



On 22 August 1912, Congress authorized the building of **USS PENNSYLVANIA (BB-38)**, Sister Ship of **USS ARIZONA (BB-39)**, **PENNSYLVANIA CLASS BATTLESHIP**. On 27 October 1913, the Keel was laid by the Newport News Shipbuilding Company in **Newport News, VA**; and on 16 March 1915, the Battleship slid down the Shipyard Ways, at 1011 Hours.

On 12 June 1916, America's, and the World's, then largest Battleship was **Commissioned**.

LENGTH	-	612 FEET	SPEED	-	21 KNOTS
BEAM	-	106 FEET	DISPLACEMENT	-	33,100 TONS

BIOGRAPHY

In 1916, **USS PENNSYLVANIA (BB-38)** and **USS NEVADA (BB-36)**, joined the **Fleet** as the 1st Oil Burning Battleships. However, in the Fall of 1917, when Allied Naval Forces formed the Allied-British Grand Fleet, 6th Battle Squadron, the Battleship (Fleet Flagship) was not included. Only Coal-Burning Ships were to be included with the Grand Fleet, as no Tankers were available to transport Oil to the British Isles.

On 07 December 1941, the Battleship was in Dry Dock at the Pearl Harbor Naval Shipyard and, was beyond the reach of Torpedoes that inflicted devastation on 4 of the US Fleet's other Capital Ships as a result of the Japanese Surprise Attack on Pearl Harbor. As a result of the Bomber Attacks, the Battleship was only hit once, with a Bomb striking Amidships, causing only minor damage to the Battleship. However, the Battleship did suffer Casualties from repeated Attacks by Japanese Planes: 24 Killed, 14 Missing In Action, and 38 Wounded. However, the Battleship was the first to return Fire and survived to deliver incredible Fire Power on Enemy Positions over the next 4 Years. After approximately 2 Weeks, a repaired Battleship left **Pearl Harbor** and throughout the majority of 1942 served in Task Force 1.

Late in 1942, the Battleship underwent an extensive Overhaul and Modernization at the Bethlehem Steel Shipyard in **San Francisco, CA**. At completion, the Battleship bristled with Guns: 12 14"/45, 16 5"/38, 40 40-mm, 50 20-mm, and 8 .50 Calibers. At the time, the **Anti-Aircraft (AA)** Battery was as formidable as any in the **Fleet**, and the Battleship was Nicknamed **Old Falling Apart** by her Crew because of the ability to provide great Volumes of Gun Fire, that the Battleship was thought to be falling to pieces.

As a US Fleet Flagship, **USS PENNSYLVANIA (BB-38)** carried more Gold Braid than any other Ship until the expanding Pacific Offensive made it impractical to have a Centralization Command housed on a single Ship. The Battleship was also recognized for gallant Actions in the Pacific during WW II and was feared by the Japanese, as she fired more Rounds than any other Ship in Naval History.

As Fleet Flagship, the Battleship carried 24 Radio Transmitters and 41 Receivers requiring continuous Manning; thereafter and until Retirement, there were **NO** Casualties, which disrupted Communications

During WW II, Japanese Forces were known to occupy the **Aleutian Islands** of **Attu** and **Kiska**; and it was decided to strike **Attu**, the less strongly garrisoned of the 2 and the Westernmost Island. On 04 May 1943, as Flagship for Amphibious Force, Pacific Fleet, the Battleship operated south of the Aleutian chain and participated in the **Attu Island** Attack.

The Battleship was not to see the States again for over 17 Months. After numerous Practice Shoots, including a Bombardment of **Kahoolawe**, the Battleship participated in an Assault Landing Rehearsal on **Mauai** in preparation for the **Gilbert Island Campaign**. On 10 November 1943, the Battleship left **Pearl Harbor** for Assaults on Japanese Positions in the Central Pacific, carrying the 5th Amphibious Force Flag as part of the Northern Attack Group. On 22 January 1944, the Battleship again left Pearl Harbor for the **Marshall Islands Campaign** against **Kwajalein**. Air Spotters did outstanding work during the **Kwajalein Campaign**, as they were invaluable in spotting Shot Fall and in picking Targets unseen from the Battleship. As a result, although **Kwajalein** was heavily fortified, all Troop Landings were made unopposed. Since the **Kwajalein Campaign** proved so successful, the **Eniwetok Campaign**, Westernmost Atoll in the **Marshalls**, was undertaken earlier than originally planned. At the Bombardment's beginning, the Island was covered with a dense growth of Palm Trees extending down to the Water's edge; and at its conclusion, not a single Tree remained standing. Air Spotters reported that all visible Installations were destroyed, with Trenches demolished and unserviceable. The Areas designated as containing Japanese Troops were covered with Blood upon completion of Firing, and it was further reported that the Japanese appeared to become hysterical and were running frantically into the Bushes and out into the Water.

After the conclusion of the **Eniwetok Campaign**, there was a lull of almost 4 Months before the next Amphibious Operation in the Central Pacific. After a brief vacation in Sydney, Australia, the

Battleship returned to **Efate** and then continued North to the **Solomon Islands**, steaming along **Guadalcanal's** North Shore.

On 10 June 1944, the Battleship again put to sea bound for the **Saipan Area**, the first of the **Marianas Campaign**. By 25 June, the Japanese Fleet had been mauled and turned back by Fifth Fleet Aircraft. Therefore, the Battleship departed the **Saipan Area** and remained at **Eniwetok** from 28 June to 09 July 1944 to participate in resumption of the **Guam Campaign**. On 17 July 1944, the Battleship initiated Pre-Assault Bombardment and supported Underwater Demolition Operations, as well as executing Close-In Protective Fire Support, covering all Firing Points that might be brought to bear on Demolition Parties. After 2 Weeks at **Eniwetok**, the Battleship proceeded South to **Espiritu Santo** in the **New Hebrides** and then North to take part in a Practice Assault on **Cape Esperance**, **Guadalcanal** and **Port Purvis**. On 06 September 1944, the Battleship left **Port Purvis** with the Palau Bombardment and Fire Support Group. Prior to the **Peleliu Campaign**, the Battleship bombarded Japanese Island Installations, with the Objective being complete known Target Destruction.

On 12 October 1944, the Battleship, serving with the Bombardment and Fire Support Group, left **Seadler Harbor** for the Philippines, and the ensuing Operation became the most memorable in the Pacific War for the Battleship. The Battleship bombardment, while not as prolonged as at **Guam**, was heavy, with the Battleship subjected to incessant Air Attacks. While participating in this Major Surface Engagement, the Battleship remained in the Area longer than during any other Operation.

On 18 October 1944 the Bombardment and Fire Support Group arrived off the East entrance of **Leyte Gulf**, and the Battleship, at the assigned Fire Support Station, commenced Bombardments. Firing was directed at pre-Determined, as well as Opportunity Targets, with emphasis placed on covering Beach Reconnaissance and Underwater Demolition Teams and Minesweeping Units operating in **Leyte Gulf** and **San Pedro Harbor**. On 24 October 1944, a Major Naval Engagement was in development, as US Aircraft Carrier Search Planes located 2 Japanese Forces: 1, **Central Force** was in the **Sibuyan Sea** headed for **San Bernardino Strait**; and 2, **Southern Force** was in the **Sula Sea**, headed for **Surigao Strait**. Later searches revealed another Japanese Force, steaming toward **Leyte Gulf**. The Japanese Navy was sailing against the US Navy in full force. Due to a communications glitch, the Battleship never saw any Action and never opened Fire. However, **Leyte Gulf Campaign** was the first in which the Battleship encountered heavy Enemy Air Attacks, beginning as Sneak Attacks utilizing single Dive Bombers made under Cloud Cover and undetected until the Plane was either in its Dive, or Glide, or dropped its Bomb and pulled out. While in **Leyte Gulf**, the Battleship shot down, utilizing its own Batteries or with assists from other Ships, 10 Enemy Planes while heavily damaging other Enemy Planes. On 06 January, 1945 the Battleship commenced Operations on **Santiago Island** at the mouth of **Lingayen Gulf** and proceeded into **Lingayen Gulf** to execute Counterbattery Fire in support of the Minesweeping Forces. That day, Air Attacks reached an all time peak and severe damage was done to US Forces.

From 10 - 17 January 1945 until the January 17, the Task Group patrolled in the South China Sea off **Lingayen Gulf**, and then the Battleship left and traveled back through the Central Philippines to **Leyte Gulf** and from there South toward **Manus**.

Arriving at **Naval Base Manus**, inspections of the Battleship revealed extensive damage requiring extensive repairs to the Main, Secondary, and Close Range Batteries and Fire Control System for Main Battery, as well as for Radar, and Radio Equipment. The Port Condenser needed re-tubing, as well as considerable Work to the Starboard Blister and # 4 Strut Bearing. Satisfactory repairs were beyond the capacity of this Facility, and **Commander-IN-Chief, PACific (CINCPAC)** directed the Battleship to head to **San Francisco, CA**. On 15 March 1945, the Battleship arrived at Hunter's Point Naval Shipyard for repairs.

At this Shipyard, the Battleship was thoroughly Overhauled, with the majority of its Systems upgraded and additional Close Range Weapons and new, improved Radar and Fire Control Systems were installed. After Overhaul and Refresher Training, while enroute to **Saipan**, the Battleship made a detour to **Wake Island** to drop a Calling Card. With due regard for formalities, the Japanese returned Fire; however, the Shore Batteries were silenced. On 12 August 1945, the Battleship entered **Buckner Bay**. That evening, as the Battleship was At Anchor, a Japanese Torpedo Plane flew into **Buckner Bay** without warning and launched a Torpedo at the Battleship. The Torpedo hit

well Aft on the Starboard Side, but did extensive Damage. Many Compartments were flooded, and the Battleship settled heavily by the Stern. With the aid of Repair Parties and 2 Salvage Tugs, the flooding was controlled; and the following day, the Battleship was towed into shallower Water where Salvage Operations were initiated.

On 13 August 1945, the Battleship participated in her last War Action. An Enemy Suicide Plane made a run on **Buckner Bay** and crashed in flames on a Cargo Ship's Deck, as the Battleship's Starboard Secondary Battery fired on the Plane being tracked by Radar. On 15 August 1945, the Battleship learned of the **President's** announcement regarding Japan's Acceptance of the Allied Surrender Terms. At this time, instead of wild cheering, there was a minute of utter Silence as the Crew paid homage to their Shipmates who had lost their Lives.

As a part of Salvage Operations, all Compartments not open to the Sea were pumped dry to make the Battleship as seaworthy as possible. On 18 August 1945, the Battleship departed **Okinawa**, towed by 2 Tugs, with another standing by to assist, if needed. On 06 September 1945, the Battleship arrived in **Apra Harbor, Guam** and entered Dry Dock. Sufficient Repairs were made to permit return to the US under her own Power.

On 04 October 1945, the Battleship proceeded toward Puget Sound Naval Shipyard in **Bremerton, WA**. On 24 October 1945, shipping Water and with only 1 Screw turning, the Battleship limped into the Puget Sound Naval Shipyard, a crippled but proud Battleship.

During this time, **USS PENNSYLVANIA (BB-38)** set a Record by being the only Battleship to take part in every Combat Amphibious Operation in the Pacific Ocean Area during WW II, as well as being part of the 2 largest Operations in the Southwest Pacific Area, from **Attu** through **Lingayen**. Since first action at **Pearl Harbor**, the Battleship steamed almost 150,000 Miles, with excellent self-discipline at all times, and **NO** Crew Member was ever lost overboard except by Enemy Action.

The Battleship had never hit any Friendly Troops, Installations, Ships, or Planes, and never reported **NOT READY** for any Operation.

AWARDS

USS PENNSYLVANIA (BB-38) earned the following Awards as a result of Service in Asiatic-Pacific Area Operations during WW II:



◆ ASIATIC-PACIFIC AREA SERVICE RIBBON ◆

◆ 8 BATTLE STARS ◆

- ~ Pearl Harbor And Midway, 07 December 1941
- ~ Aleutians Operation And Attu Occupation, 11 May to 02 June 1943
- ~ Gilbert Islands Operation, 13 November to 08 December 1943
- ~ Marshal Islands Operation And Occupation of Kwajalein And Majuro Atolls, 29 January to 08 February 1943 -- Occupation of Eniwetok Atoll, 17 February to 02 March 1944
- ~ Marianas Operation And Capture/Occupation of Saipan, 11 June to 10 August 1944 -- Capture/Occupation of Guam, 12 July to 15 August 1944
- ~ Western Caroline Islands Operation -- Capture/Occupation of Southern Palau Islands, 06 September to 14 October 1944
- ~ Leyte Operation And Leyte Landings, 10 October to 29 November 1944
- ~ Luzon Operation/Lingayen Gulf Landing, 04 January to 18 January 1945

◆ NAVY UNIT COMMENDATION ◆



For Outstanding Heroism In Action against Japanese Forces in the Pacific War Area from 04 May 1943 to 10 February 1945. While operating under 10 Separate Commands, **USS PENNSYLVANIA (BB-38)** was the only Battleship to take part in every Amphibious Operation from **Attu** in the Northern Area to **Lingayen** in the Philippine Islands. The Battleship served as Flagship for the Task Force Commander during the Aleutians Campaign and delivered accurate BroadSides on pre-determined Targets. Intensive Battery Fire blazed the way for US Assault Waves in the **Gilberts**, the **Marshalls**, and the **Marianas**, silencing Heavy Coastal Enemy Guns, neutralizing Camouflaged Emplacements, and rendering Support for US Land Forces.

The Battleship, **USS PENNSYLVANIA (BB-38)**, was a Gallant and Dependable Veteran for nearly 30 Years, providing Deadly Close-In Bombardment and Gun Fire Support in recapture of the **Philippines**. Handling superbly in the face of many Obstacles throughout this period, the Battleship achieved an illustrious Combat Record, reflecting upon the Courage, Skill, and Brilliant Teamwork of Officers who plotted her Course, Pilots who spotted Gun Fire, and Operational Crew and Forces who maintained Fighting Efficiency.

DISPOSITION

By Directive that was issued on 02 February 1946, Authorization was provided that the Battleship, **USS PENNSYLVANIA (BB-38)**, was to be disposed of by participating as a Target Ship for **Atomic Bomb Testing** in **Operation Crossroads**. Following the **1st Atomic Explosion** at **Bikini Island** on 01 July 1946 and then a **2nd Atomic Explosion** on 25 July 1946, the Battleship did **NOT** sink. Almost 2 Years later, on 10 February 1948, the Battleship was towed to the Island of **Kwajalein** in the South Pacific. There, a Crew went onboard and opened all Sea Valves, removed Evaporator Cover Plates, and sent the Grand Old Gal to the Sea Bottom.

This Action ended one of the greatest US Navy History Chapters -- Sharing a place of Patriotism, Honor, and Tradition. This World would be a different Place had it not been for the Sacrifices and Courage of all who served in WW II and aboard this great Battleship -- They are America's Greatest Generation.

USS NEW JERSEY (BB-62)



GENERAL

The first Battleship to carry the New Jersey Name was **USS NEW JERSEY (BB-16) IOWA CLASS BATTLESHIP**. This Battleship was: Built on 02 April 2 1902; Commissioned on 12 May 1906; and De-Commissioned on 06 August 1920. On 05 September 1922, this Battleship becomes Open-Ocean Target Practice for Experimental Bombing Runs under **General Billy Mitchell**, and was sunk off **Cape Hatteras, NC**.

LENGTH - 888 FEET

SPEED - 33 KNOTS

BEAM - 108 FEET

DISPLACEMENT - 45,000 TONS

BIOGRAPHY

The **USS NEW JERSEY (BB-16)** is the second Battleship to carry the NJ Name and was launched on 07 December 1942, from the Philadelphia Naval Shipyard, **Philadelphia, PA**, completing Fitting Out and Initial Crew Training in the Western Atlantic and Caribbean.

On 07 January 1944, the Battleship passed through the **Panama Canal** bound for **Funafuti**, and the

Ellice Islands, reporting there on 22 January for duty with the Fifth Fleet. Approximately 3 Days later, the Battleship rendezvoused with Task Group 58.2 for the **Marshall Islands** Assault. When On-Station, the Battleship provided Aircraft Carrier Screening from Enemy Attack while Aircraft flew Strikes against **Kwajalein** and **Eniwetok** on 29 January to 02 February 1944, softening up **Eniwetok** for invasion, as well as supporting Troop Landings on 31 January 1944.

On 04 February 1944, the distinguished Career of this Battleship began as the Fifth Fleet Flagship, with the first Action as Flagship being a 2-Day Surface and Air Task Force Strike against the impregnable Japanese Fleet Base on **Truk** in the **Carolines**. Coordinated with the **Kwajalein** Assault, the Battleship effectively interdicted Japanese Naval Retaliation to the conquest of the **Marshalls**. The Battleship's next War Cruise, 13 April to 04 May, 1944 began and ended at **Majuro**. On 22 April 1944, also involved with Screening Operations for Aircraft Carrier Striking Forces to give Air Support for the invasion of **Aitape**, **Tanahmerah Bay**, and **Humboldt Bay**, New Guinea and then from 29 to 30 April 1944, bombed Shipping and Shore Installations at **Truk**. Also involved with numerous South Pacific Operations. In support of the **Iwo Jima** Assault, the Battleship provided crucial Services for the first Major Aircraft Carrier Raid on Tokyo on 25 February 1945, a Raid aimed specifically at Aircraft Production, as well as supporting Air Attacks on **Okinawa**. From 14 March until 16 April 1945, the Battleship was also directly engaged in the **Okinawa** Conquest by fighting off Air Raids, using Seaplanes to rescue downed Pilots, and defending Aircraft Carriers from Suicide Planes.

On 24 March 1945, the Battleship again carried out the vital role of Heavy Bombardment of Invasion Beaches for later Assault. During the final Months of WW II, the Battleship was overhauled at the Puget Sound Naval Shipyard. After Overhaul, the Battleship once again became the 5th Fleet Flagship. Brief stays at **Manila** and **Okinawa** preceded the arrival of the Battleship into Tokyo Bay on 17 September 1945, where she served as Naval Forces Flagship in Japanese Waters until relieved on 28 January 1946 by **USS Iowa (BB-61)**. On 23 May 1947, the Battleship arrived in **Bayonne, NJ**, for a rousing Birthday Party. Between 07 June to 26 August 1947, the Battleship formed part of the first Training Squadron to cruise Northern European Waters since the beginning of WW II. From 12 September to 18 October 1947, in **New York**, the Battleship served as Battleship Division 1 Flagship. Then, the Battleship was inactivated at the New York Naval Shipyard, Brooklyn, NY, and de-**Commissioned** at **Bayonne, NJ**, on 30 June 1948, and assigned to the New York Group, Atlantic Reserve Fleet.

On 21 November 1950, the Battleship was re-**Commissioned** at **Bayonne, NJ**; and on 17 May 1950, the Battleship became 7th Fleet Flagship for 6 Months. On 20 May 1950, the Battleship's Guns opened the first Shore Bombardment of the Korean War at **Wonsan**. During 2 Tours of Duty in Korean Waters, the Battleship was utilized for Seaborne Mobile Artillery Support, as well as in direct support of United Nations Troops or Ground Action Supports or in interdicting Communist Supply and Communication Routes or in destroying Supplies and Troop Positions.

Relieved as Flagship by **USS Wisconsin (BB-64)**, the Battleship returned to the Norfolk Naval Base on 20 December 1951 for a 6 Month Overhaul. Between 19 July and 05 September 1952, she sailed as part of a Training Cruise for NROTC **Mids** to **Cherbourg**, **Lisbon**, and **Caribbean**. At the conclusion of this Cruise, the Battleship prepared and trained for a 2nd Korean Tour and sailed from **Norfolk** on 05 March 1953 and relieved **USS Missouri (BB-63)** as Seventh Fleet Flagship. On 14 October 1953, the Battleship was again relieved as Flagship by **USS Missouri (BB-63)** and was arrived in **Norfolk** on 14 November 1953.

During the next 2 Summers, the Battleship crossed the Atlantic with **Mids** onboard for Training. For the remainder of the Year, the Battleship sharpened skills with Exercises and Training Maneuvers along the Atlantic Coast and in the Caribbean. On 15 October 1956, after numerous Cruises, the Battleship returned to **Norfolk, VA**, on 15 October 1956 and on 14 December 1956, the Battleship arrived at the New York Naval Shipyard, **Brooklyn, NY**, for Inactivation and was De-**Commissioned** and placed in Reserve at **Bayonne, NJ**, on 21 August 1957.

On 16 April 1968, the Battleship was re-**Commissioned** at the Philadelphia Naval Shipyard, **Philadelphia, PA**. Fitted with improved Electronics and a Helicopter Landing Pad and with the 40-mm Battery removed, the Battleship was tailored to be utilized as a Heavy Bombardment Ship, with the 16-Inch Guns expected to reach Long-Range Targets. Now, as the World's only active

Battleship, this Battleship fired the first Battle Shots in over 16 Years against Communist Targets in and near the Vietnamese **DeMilitarized Zone (DMZ)**. The next 6 Months involved Bombardment and Fire Support Missions along the Vietnamese Coast, except for **Subic Bay** Visits and At-Sea Replenishment Operations. On 05 May 1969, the Battleship returned to Home Port in **Long Beach, CA**, for Overhaul in preparation for another Deployment. However, economic reasons dictated otherwise. On 22 August 1969, the Secretary of Defense released the Inactive Ship List, and the Battleship was at the top of the List.

On 06 September 1969, the Battleship got underway, departing **Long Beach, CA**, for the Puget Sound Naval Shipyard in **Bremerton, WA**. On 08 September 1969, the Battleship arrived and preparations were initiated for De-Commissioning. On 17 December 1969, the Battleship's Colors were lowered, and the Battleship was placed into the Inactive Fleet.

However, in 1989, the Re-Commissioned Battleship was involved with the showing of Naval Sea Power Muscle in several Operations: Participation in **Pacific Exercise (PacEx) '89**, the largest Peacetime Naval Operation since WW II; and during the remainder of the Cruise, the Battleship was the Center of Battle or Surface Action Groups, demonstrating Battleships Versatility and Flexibility. Then, the Battleship cruised through the India Ocean and was the first to enter and operate in the Persian Gulf.

On 08 February 1991, due to Budget Reductions and Battleship High Manning Requirements, the Battleship was again De-Commissioned at Naval Station Long Beach in **Long Beach, CA**. The Battleship was then towed to the Puget Sound Naval Shipyard in **Bremerton, WA**, and placed in Mothballs and officially stricken from the Navy's Ship List. However, the Battleship was then ordered re-**Instated** by a Congressional Order to serve as the Mobilization Asset. On 04 January 1999, the Battleship was again stricken from the Navy's Ship List, and **USS IOWA (BB-61)** became the Mobilization Asset.

AWARDS

USS NEW JERSEY (BB-62) earned the following Awards as a result of WW II, Korea, and Viet Nam Service:

◆ BATTLE STARS ◆

- ~ 9 -- World War II Service
- ~ 4 -- Korean Service
- ~ 9 -- Viet Nam Service

◆ NAVY UNIT CITATION ◆



-- For Viet Nam Service

◆ OTHER AWARDS ◆

- ~ -- Various Other Citations and Medals For:
World War II, Korean, and Viet Nam Service

DISPOSITION

The Battleship was now classified as **Category X** : Stricken, On Donation Hold for Utilization as a Museum, or Memorial. This allowed the Navy to dispose of the Battleship without requiring Approval from any other Authority. Upon learning of the **Category X** Classification, the **Home Port Alliance**, located in **Camden, NJ**, applied to utilize the Battleship as a Floating Museum.

Thus, after more than 8 Years in Mothballs, the Battleship was readied for movement to the State Of New Jersey. On 11 November 1999, the Battleship arrived at the former Philadelphia Naval

Shipyard in **Philadelphia, PA**, and was temporarily moored there to await the Navy's Decision regarding a Permanent Home. On 20 January 2000, then Secretary of the Navy, *Richard Danzig*, announced that the Battleship was to be donated to **Home Port Alliance** for utilization as a Floating Museum. This Decision meant that the Battleship was to be restored and established as an Educational Museum, as a Tribute to the Brave Crews who served during the Battleship's long and distinguished Career. As a result of this Assignment, the Battleship was located at South Jersey's Broadway Terminal to undergo Renovation before Public Opening.

USS NEW JERSEY (BB-62), our Nation's most decorated Battleship, is now a Floating Museum berthed South of the Tweeter Center on the **Camden** Waterfront on the Delaware River, across from Center City **Philadelphia, PA**.

History comes to life as Visitors experience 2-Hour Guided Tour through the **IOWA CLASS BATTLESHIP**; one of the largest Battleships ever built.