



Ship's band playing for the arrival of Capt. Colclough, January 1945

Where History Comes Alive

BATTLESHIP NORTH CAROLINA

Scuttlebutt

February 2009

Welcome Aboard Captain Terry Bragg, USN (Ret.)

From Captain Terry Bragg, Prospective Executive Director Of behalf of my wife Phoebe and myself, I would like to share a most heart felt thank you to the Battleship Commission, Captain Scheu and the entire staff for the warm welcome we have received since joining the NORTH CAROLINA Battleship family on 5 January. After 30 years of naval service and 20 change of station moves, we are excited to have the opportunity to return to our home state and to family and friends. The confidence and trust of so many is appreciated as the mantle of responsibility is passed from the able hands of Captain David Scheu over

the next couple of months. Having grown up in Jacksonville and married to a most special lady from Iron Station (just outside Charlotte) we have come to the conclusion that North Carolina has been and will always be our home. After graduating from Appalachian State and attending Officer Candidate School in Newport Rhode Island my Navy career as a Surface Warfare Officer has included numerous destroyer and frigate assignments including command of the USS MCINERNEY (FFG-8) and Commo-dore, Destroyer Squadron One in San Diego. Ashore Commanding Officer assignments include four commands;

the Navy Reserve Centers in Charlotte, Asheville, Savannah and Atlanta as well as a background in Financial Management working Navy budgets and finance in the Pentagon and New Orleans.

Again to all, I would like to say thanks for the gracious welcome and opportunity to serve together as stewards of such an important memorial to our veterans, the NORTH CAROLINA. As the days pass I am sure we will all get to know each other professionally however as important, I look forward to getting to know "who's your people."

Sincerely,
Captain Terry Bragg



"We have come to the conclusion that North Carolina has been and will always be our home."

- Terry Bragg

The Love of a Crew for Their Ship

Since February is the month love and romance are celebrated we remember how much the officers and crew loved THEIR ship.

"I fell in love with her when I saw her. I am talking about the ship, not my wife. I don't know. There was just something about it to see that huge thing sitting in the Navy Yard. It was love at first sight, really."

- **Jackson Belford**

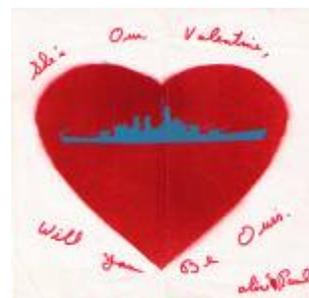
"When we arrived at the Navy Yard, we were marched down to the ship, what a sight to see for the first time. It looked so big and

so formidable as we went up the after gangway for the first time."

- **William R. Taylor**

"I wasn't married until I was thirty-five, so I had a lot of girl friends around the world at one place or another; and I've gone back to some of these ports, and they are still there. They don't look quite the same; they are a little older. But when I went back aboard the NORTH CAROLINA, she was just as young and beautiful as she ever was."

- **Rear Admiral Kemp Tolley, USN (Ret)**



Close-up of t-shirt artwork created by crewmember Paul Wieser. He loved the ship so much that he retired to Wilmington to volunteer as a tour guide.

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A Step To Victory

In February 1945, eight battleships, five heavy cruisers, three light cruisers and ten destroyers met near a small volcanic island just 650 miles from Tokyo.

Iwo Jima was located on the bomber route between Tokyo and Saipan in the Mariana Islands. Japan was sending planes through Iwo Jima's airfields to bomb the allied base at Saipan. And the U.S. Army Air Corps' B-29 long-range bombers were making wide, gas consuming detours around Iwo on their runs to Tokyo. The allies needed Iwo Jima as a base for the bomber's fighter escort planes and for refueling and repairing B-29 bombers.

The 22,000 heavily fortified Japanese were willing to fight to the death from their maze of underground caves, bunkers and tunnels to stop the allies from taking Iwo Jima. The Battleship NORTH CAROLINA pounded the island for four days then moved to another assignment. The U.S. Marines raised the American flag on Mount Suribachi on February 23rd but fought until March until claiming victory.

Special Air and Gunnery Target Map

This map (above left) was used in Secondary Battery Plot during the bombardment of Iwo Jima. The map denotes location of airfields, probable tank barrier and minefield along the beach, and Japanese weapons and defensive placements on the island.



Special Air Target and Gunnery Map of Iwo Jima. The Battleship was instructed to fire in northeastern grids. Mount Suribachi is located on the island's southern tip.

Donated by Capt. Tracy Wilder, USN (Ret). He was Ensign Wilder in Secondary Battery Plot during the Iwo Jima bombardment.

Ships were assigned areas in which to operate, targets to engage, a firing schedule and the time to "lift fire" to make way for the ship to shore troop movements.

The Battleship was assigned to fire in grids 200, 201, 202, 218, 219 on the first day, February 19th. Targets included coastal defense guns and anti-aircraft guns in pillboxes and caves. Small caliber guns firing at the ship were also targeted. On the second day, February 20th, the assigned areas were grids 235, 218, and 219.

The ship's 16-inch guns bombarded Iwo Jima for the first two days. 855 projectiles were fired, each capable of making a hole 20 feet deep and 50 feet in diameter. At times firing was delayed as friendly ships steamed back and forth across the range.

The 5-inch guns fired on Iwo Jima on all four days for a total of 2,675 rounds. 78 white phosphorus smoke projectiles were also fired so air spotters could see the battleship's targets.

On day three, February 21st, only the 5-inch guns were fired. They began firing into grid 185 but were soon asked to fire into sections 200, 199, 202, and 201 to silence Japanese mortar fire and gun emplacements.

On day four, February 22nd, the air spotters had radio problems. A shore fire control party instead directed the ship's 5-inch bombardment into sections 198 and 199 to eliminate Japanese guns and installations. At times, rain and fog completely hid the island.



The Eyes in the Sky

The ship's two Kingfisher planes were launched minutes before the bombardments started. The spotters were the ship's eyes on the battlefield. They watched where the shells landed and radioed back targeting corrections. The planes were piloted by Lt. Wogan, Lt. (jg) Werder, Ensign Oliver, ARM 1/c Means, and ARM 3/c Dunn.

Al Oliver (below) received the Air Medal "for meritorious achievement in aerial flight... during operations against enemy Japanese forces on Iwo Jima and Okinawa Shima from February 21 to April 19, 1945. Completing several spotting missions over strongly defended enemy positions during this period, Oliver skillfully performed his assigned duties despite heavy enemy antiaircraft fire and assisted his ship in bringing accurate gunfire to bear on hostile positions."



In Their Own Words by Chuck Paty

In a previous issue of the Scuttlebutt, Edward Konop wrote a very interesting story about his time as a Signalman on BB55. Today I want to relate my view of the Signal Bridge.

I too was a seventeen year old when I came aboard the ship in January 1942. I had only shaved probably once or twice. I was assigned to the CR or Radio Division as an Apprentice Seaman which meant that I was about as low as you could be in rank or esteem by your fellow shipmates.

Quickly I was assigned various work details, one was the cleaning of the antenna insulators that were high up on the forward tower yard arm. Myself and three or four other men were under the command of Warrant Officer Byron Phillips. He gathered us together with some wire brushes, carbon tetrachloride and rags and said to follow him.

Up we went by various ladders on the inside of that tower to the top and then out to the yard arm. He then instructed two of us to go out on the yard arm to the end and start cleaning the large insulators that were there that supported the high powered

transmitter antenna. I never had a great fondness for heights, but when I looked down, my heart was in my throat.

I had a small line around my waist which was being held by a shipmate who was holding on to his end back at the center. I thought if I fell I would jerk him off his perch and we would both down to a hard landing on the Signal Bridge, over 100 feet below.

My parents would get the telegram that I had been killed in the Line of Duty. That was my first view of the Signal Bridge.

At that time, I had no idea what the signalmen did nor did I even know what a radio-man did. Time would take care of that.

Shortly after I had been assigned to the CR Division I became aware of the fact that Radiomen spent most of their time below decks on watch or at their battle stations in the various radio compartments around the ship. As a result, I became a "fresh air fiend" and would go topside at every opportunity. I would usually locate myself in some obscure place that was out of the way, but had a view of

the sea if we were underway.

Very soon I found what became my favorite perch, the seat on the 36-inch searchlight that was mounted below Sky 1. At this point I was just aft of the Signal Bridge and on almost the same level. By this time I had learned Morse code and became fascinated with reading the signalmen sending Morse code messages by signal light. We had always felt that we and the signalmen were "first cousins" since were both in communications.

Soon I could read the light and read the answer from other ships. I became acquainted with several signalmen and they taught me semaphore and the use of two flags. They also schooled me in the recognition of the large flags that were hoisted up to the top the yard arm to be read by other ships.

Although we were discouraged from "lounging" around the Signal Bridge, I was able to spend a fair amount of time there using their long glasses. This was particularly useful in port for searching out girls who may be walking through the Navy Yard or on a nearby Hospital Ship.



Battleship's Yardarm



The Cost of Living...1942

There is a label on the tour about enlisted men's earnings per month during the war:

chief petty officer	\$138
first class petty officer	\$114
second class petty	\$96
third class petty officer	\$78
non-rated first class	\$66
non-rated second class	\$54
apprentice seaman	\$50

To younger visitors, the amount seems terribly small. They have no

idea as to what things cost in 1942. Mark McAllister, one of our volunteers, brought in a book that included the cost of living prices in 1942:

New house	\$3,775
Average rent	\$35 monthly
Average income	\$1,885 per yr
New car	\$920
Movie ticket	30 cents
Coffee	45 cents per lb
Stamp	3 cents

The site www.measuringworth.com has several calculators to help determine how far the salaries went in 1942. Our second class petty officer earning \$96 using the consumer price index would make \$1,775 per month in 2007. But his purchasing power was worth \$3,653. Compared to others, his salary was worth \$8,187! Enlisted men received food, housing and medical care as part of their benefits.





Happy Valentine's Day
from the
Battleship North Carolina!



Battleship's Valentine Word Search

E B V Z N B E B O E D T
S G A E H E A R T K K I
G G S C A N D Y E N O H
Y Z A A S I E W U I D N
A G R L R T R U F P I N
P F R I E N D S H I P Y
H K O S W E E T I E U Q
T R W B O L N E X E C P
Z L Y Z L A I E V O L T
J E U L F V M W Y K M I
K N M R O S E S Q J C K
S S C I N S B Y N P J C

Print this page to play the Valentine word search!



- | | | |
|------------|-------|-----------|
| ARROW | HEART | RED |
| BE MINE | HONEY | ROSES |
| CANDY | LACE | SWEETIE |
| CUPID | LOVE | SWEETS |
| FLOWERS | PINK | VALENTINE |
| FRIENDSHIP | | |



Share this newsletter with your children or grandchildren!



Let Me Call You Sweetheart



The Battleship Collection contains 16 sweetheart pillow-cases. These pillow covers are made of a soft, sensual, silky fabric and edged with fringe. According to Patricia Cummings, the fabric is often rayon. Did you know that rayon was the first artificial fiber? It was developed in 1855 and called artificial silk.



Sweetheart

Love unending warm and true
Sweetheart mine this brings to you
Love which hopes that happiness
All your days may cheer
And bless

Donor: Charlie Carpenter

Popular during WWI and WWII, they made great souvenirs, a way of showing pride in your branch of service, where you'd been and sending your love to one held dear.

For fun, visit Patricia Cummings, Quilter's Muse Publications, <http://www.quiltersmuse.com>.

Sweetheart

I thought that you
Would like to know
That someone's thoughts
go where you go.
That someone
never can forget
The hours we spent
since first we met.
That life is richer
sweeter far,
For such a sweetheart
as you are.
And now my constant prayer
will be,
That God may keep you
safe for me.

Donor: Paul Wieser



Pillow commemorating the
Battleship's commissioning,
April 9, 1941

Donor: Tony Joyce

TO MY WIFE

A lovely, darling little wife
Has made my dreams come true.
She's lightened all the cares of life
Her name my sweet, is "YOU."
My memories are quite complete—
You share in all I do.
My heart's a sanctum that I keep
Reserved for thoughts of YOU

Donor: Paul Wieser



Dad

I am grateful to heaven
for blessings it sent,
For peace and good fortune,
for success and content,
I am grateful for help
for skies bright and blue,
But most grateful of all
for a Dad like you.

Donor: unknown

MOTHER

M is for the million things she gave me
O means only that she's growing old
T is for the tears she shed to save me
H is for her heart of purest gold
E is for her eyes with love light shining
R means right and right she'll always be
Put them all together
they spell Mother
A word that means
the world to me

Donor: John Carr



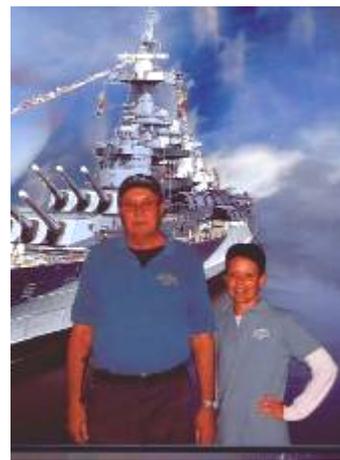
A Battleship Fond Farewell to Lynn Fountain

"It's about time!" jokes Maintenance Director Roger Miller. "All jokes aside, Lynn Fountain was a great employee and worked hard for the Battleship. He was a very reliable and loyal staff member and I sincerely hope he enjoys his retirement. He definitely has earned it."

Lynn Fountain retired from the Battleship on December 31, 2008, after having worked for the Battleship for 25 years. He worked in the Maintenance Department and

was responsible for the Ship's grounds. Lynn served in the U.S. Navy during the Vietnam War and enjoyed watching all the guests and their families enjoy their visits to the Battleship. Lynn was always here, rain or shine, freezing cold or boiling hot. Lynn was a permanent fixture on his tractor in the grounds and kept everything clean and welcoming.

Happy Retirement, Lynn!



Lynn and his daughter, Shelly

Visit the Battleship in March

Plan to visit the Battleship on Sunday, March 2nd. It's "Be a Tourist in your Own Hometown, Residents Appreciation Day." Free admission is given to New Hanover County residents to tour the Battleship. A group of volunteers will interpret stations throughout the ship.

Make your reservation for the March 14th Hidden Battleship Tour: 8:30-12:30 pm or 1:30-5:30 pm. This tour will not be offered again until November! Call 910-251-5797 for information or to register. A recent visitor wrote: "I wanted to let you know how great the experience was and how much we enjoyed it. Our guides were very friendly and knowledgeable and really did a good job of explaining what we were seeing. They took time to answer our questions and acted like they were having just as much fun as we were. I have no military background whatsoever, and am a "landlubber" besides, but the guides explained things in such a way that we were able to understand exactly what they were talking about. Thanks for offering this awesome experience. We have done the "regular tour" on The Battleship several times and have always enjoyed it. Needless to say, I am looking forward to doing the Hidden Battleship tour again in the future. Thank you for preserving this priceless piece of our history!"

Explore and Discover! Battleship NORTH CAROLINA

Business Office: Director: Capt. David Scheu, USN (Ret.); Director: Capt. Terry Bragg, USN (Ret.)
Maintenance Director: Roger Miller; Comptroller: Elizabeth Rollinson
Brooke Laton, Candy Edwards, Kim Mintz

Museum: Kim Sincox, Mary Ames Booker

Maintenance: Robert Hall, Terry Kuhn, Steve Lewis, Phil Southworth

Programs: Danielle Wallace, Shelly Robinson

Ship's Store: Leesa McFarlane, Cathy Shipman, Devin Buie, Tara Banks, Sabrina Porter, Michelle Sutton

Night Watchmen: Danny Bradshaw, Bill Parr, Brian Gibson

Webmaster: Randy Drew