

The Daybook

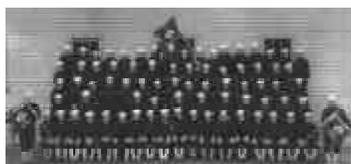
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About The Daybook

The *Daybook* is an authorized publication of the Hampton Roads Naval Museum (HRNM). Its contents do not necessarily reflect the official view of the U.S. Government, the Department of Defense, the U.S. Navy, or the U.S. Marine Corps and do not imply endorsement thereof. Book reviews are solely the opinion of the reviewer.

The HRNM is operated and funded by Commander, Navy Region, Mid-Atlantic. The museum is dedicated to the study of 225 years of naval history in the Hampton Roads region. It is also responsible for the historic interpretation of the battleship *Wisconsin*.

The museum is open daily. Call for information on *Wisconsin's* hours of operations. Admission to the museum and *Wisconsin* are free. The *Daybook's* purpose is to educate and inform readers on historical topics and museum related events. It is written by the staff and volunteers of the museum.

Questions or comments can be directed to the Hampton Roads Naval Museum editor. The *Daybook* can be reached at 757-322-2993, by fax at 757-445-1867, e-mail at gbcalthoun@nsn.cmar.navy.mil, or write The *Daybook*, Hampton Roads Naval Museum, One Waterside Drive, Suite 248, Norfolk, VA 23510-1607. The museum can be found on the World Wide Web at <http://www.hrn.m.navy.mil>.

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Name Game II:
Future Ship Names

Cover Photographs: Like many ships fighting in World War II, the crew of the battleship *Wisconsin* was made up of a mixture of both veterans and raw recruits. The veterans included men such as future CNO Rear Adm. Louis Denfield who is show at left. The recruits were made up of sailors such as “Murphy’s Bluejackets,” shown here getting their picture taken at Newport Naval Training Station in 1943. All worked together as a team to make sure that *Wisconsin* did her job successfully and that everyone made it home safely.

HRNM Report Card

The Director's Column

by Becky Poulliot

In an earlier edition of this year's *Daybook*, I reported on two grants that are providing educational seed money to the museum. First, the Centennial of the U.S. Navy Submarine Force National Commemorative Committee gave \$10,000 for a program on submarines. Another grant of \$5,000 was later provided by the local Natural Sciences Fund toward a museum-produced Teacher Awareness Program. After reading this column, I hope you will find that we are earning high marks in both ventures.

The museum contracted with **Nancy Perry** to coordinate the submarine program. Nancy brings many years of experience as a museum educator. As the former director of the Yorktown Victory Center, she is accustomed to heavy visitation from school groups. After tweaking the basic premise of providing students with information about WWII submarine life and technology, she decided to include a compare/contrast with the battleship—which we are discovering is a huge draw for young people. Then, Nancy went to the MacArthur Memorial staff and asked if the institution would consider adapting its “WWII Home Front” program into our pilot venture. The final result is that our institution now has a middle school program that is expandable into a full field trip for a public school's entire grade. Entitled “The Hunter, Hunted and the Home Front,” we have managed to teach 1,526 students from May-early June. The majority came from public middle schools in Virginia Beach (a new district for us), but we also presented the program to private institutions, magnet schools and even the learning disabled. Teachers took the time to evaluate the experience. Some of their comments were: “Very educational, kept students interested...Just excellent...I want to schedule a tour for next spring...Good questions asked, very well planned...Could easily be related to the SOLs (Standards of Learning.)”

Special thanks go to the military and volunteer guides and docents who made this program possible. Beginning this Fall, “The

Hunter, Hunted and the Home Front” will be available to all teachers.

Nancy Perry has also developed the Teacher Awareness Program. She first formed a regional educators' group to discover the needs of the public schools and how our museum could be of benefit. On August 8-9, the group's many months of hard work will come to fruition as the museum conducts its first recertification workshop for teachers. We'll present two of our on-site school programs- “The Hunter, Hunted and Home Front” and “The Price of Our Heritage” (about the Civil War and underwater archaeology.) Both programs, although they can be modified, are aimed at the middle schools because the SOLs are compatible with our mission and collections. If you are interested in becoming involved in the museum's educational forays, just call me at 322-2990.

We offer training and other perks like an annual awards program and volunteer recognition dinner. We provide various awards connected to service length. At 100 hours, we present the museum lapel pin; with 500 hours the volunteer receives a blazer patch embroidered with our logo. Once 1,000 hours has been reached, the volunteer receives a free lunch with the director (who says there are no free lunches?) The 2,000 hour award is a plaque. The highest award, not yet reached by a volunteer, is the 5,000 hour one where the volunteer will be listed on a wall of fame. Its location to be determined.

At right, the following volunteers received awards on June 14th, our first awards dinner since the arrival of USS *Wisconsin*. My gratitude to the Hampton Roads Naval Historical Foundation for hosting the dinner, and of course to all 200+ volunteers who enable us every day to provide the best interpretation given by any military museum!

Finally, I would like to welcome **Erin Phillips** as our new summer intern. Erin is a second year public relations student at the University of Florida. She is helping us out with the many media requests we get for the

museum, the battleship, and is overseeing our marketing plan



HRNM Docent Honor Roll

2000 Hours

Bob Comet
Al Petrich

1000 Hours

Tom Duggan
Miriam Burgess

500 Hours

Jim Reid
Henry Tarrall

100 Hours

Rick Bailey
Fred Bouwman
Ed Burk
John Cummisk
Robert Fall
Larry Floyd
Dick Hanna
Ed Hipps
Margaret Mitchell
David Paige
Glenn Pendelton
JJ Reed
Bill Riedel
Jerry Rogoff
Peggy Russell
Howard Sandefer
George Stuart

Take a Stroll Down Wisky Walk

Before Visiting the Ship, Learn About the Ship

by Joe Judge

The Hampton Roads Naval Museum's major exhibit in 2001 features the history of the battleship *Wisconsin* (BB-64). The permanent exhibit, which also serves as the passageway to the ship for the many thousands of visitors that arrive each week, features original artifacts, photographs and film clips highlighting the career of the great battleship. The dual purpose of the space (a passageway leading to the ship and a museum exhibit) led to the nickname "Wisky Walk," calling to mind *Wisconsin* sailors' favorite nickname for their ship.

The exhibit introduces visitors to the basic facts about the ship – what did the *Wisconsin* do, and when did she do it? The *Wisconsin* served in three wars, and museum staff organized the exhibit around these three crucial periods in the ship's life.

A piece of bunting from Tokyo Bay, 1945, courtesy of Jim Cook, and a searchlight greet the visitors. The exhibit begins with a brief section about the design of the *Iowa*-class battleships; the greatest ever built in terms of speed, protection and firepower.

The ship was born in World War II and the next section of the exhibit discusses this period. The ship was built at the Philadelphia Navy Yard, and one of the lithographs of BB-64 given to shipyard workers is in the exhibit.



Shown here is a 16-inch shell donated by the Yorktown Naval Weapons Station (Photo by Glen McClure)

Mr. Al Dunning donated the print - his parents Rose and Albert met while working

on the ship. World War II *Wisconsin* sailor Seaman Arvel Phifer contributed invitations to the ship's commissioning, and a 5-inch shell casing made into an ashtray.

The most exotic group of items came from Japan. *Wisconsin* signalman Frederick Mauritson gave us a Japanese bamboo portrait and a Japanese rifle, among many other artifacts. Mauritson wrote, "I retrieved this wooden bamboo picture from a school wall outside the Yokusaka Naval Base as a souvenir – September 16, 1945. Being a boy of 18, I thought of our 5-cent and 10-cent stores back home that had these same pictures. During our first day in Japan we also discovered under the school floor boards hundreds of rifles with bayonets for the citizens of the town to use to defend themselves if we had landed combat troops on the beaches in August 1945. I remember how deserted the town was of its citizens that day, except for the many defeated Japanese soldiers coming home."

The section on the Korean War features a complete uniform belonging to Gunner's Mate Frank Scott Moore. One of the highlights of the opening week was seeing Mr. Moore stand next to his Korean War uniform – many believed that he could still fit into it. Mr. Moore's uniform stands next to the most popular item in the exhibit – a real 16-inch shell. The shell provides a vivid sense of scale.

The third major section of the exhibit discusses the 1988 reactivation and the *Wisconsin*'s role in Gulf War. A poster announcing the return of the battleship begins the interpretation in which visitors learn about Tomahawk missiles, General Colin Powell and the use of the incredible drone aircraft known as the RPV.

The exhibit also features four videos, corresponding to the three wars and an additional one on the ship's launching.



"Wisky Walk: Fifty Years of Service" is the museum's newest permanent exhibit. The exhibit highlights the history of the battleship *Wisconsin* and some of the artifacts given to the museum by veterans.. (Photo by Glen McClure)

These stylish videos were produced by Metro Video of Norfolk under the guidance of Producer Mariska Breland. Ms. Breland used footage of the *Wisconsin* that the museum obtained from the National Archives.

By the time the visitors turn the final corner in the walkway, they have had a good introduction to the battleship's history and are ready to enjoy their tour. A new door to



Shown here is a part of the World War II and post-Korean War display of Wisky Walk. (Photo by Glen McClure)

the Hampton Roads Naval Museum was also built as part of the exhibit process, and visitors exiting from the ship pass through the museum.

The exhibit was designed by Steve Feldman of Steve Feldman Design, Inc., Philadelphia. Mr. Feldman's design mixes the artifacts, images and videos in a way that outclasses many more expensive museum exhibits. Maltbie Associates of Mount Laurel, New Jersey fabricated the exhibit – the same company that fabricated the museum's other permanent exhibits in 1994. 

On Navy Time

USS *New Ironsides*' Innovative Engine Room Clock

by Jim Dyson, Capt., USNR (Ret.)

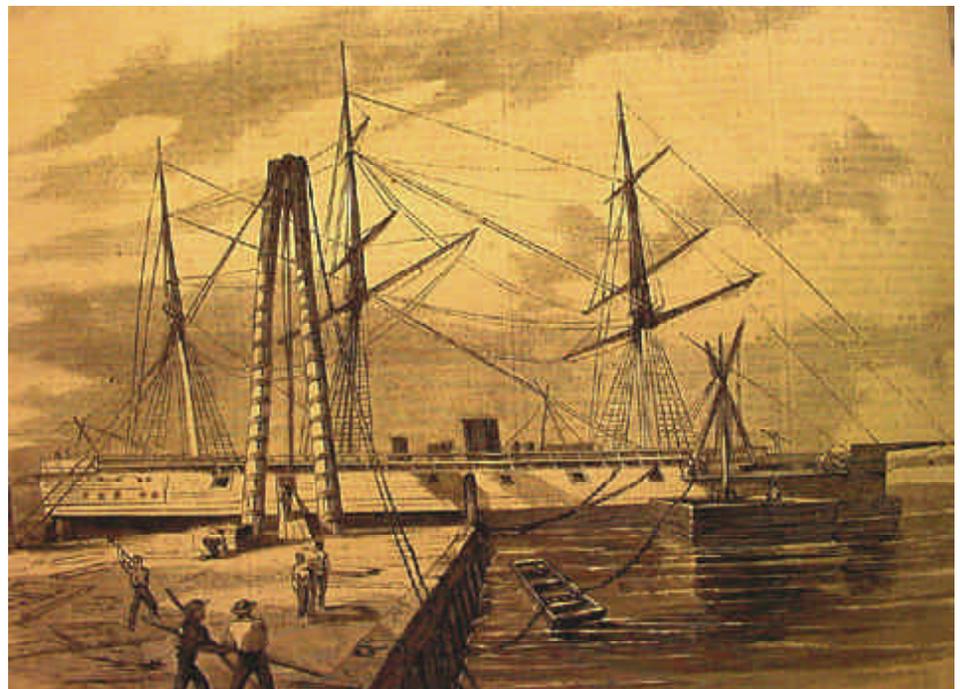
Through the graces of the Naval Historical Center and the foresight of Hampton Roads Naval Museum staff Joseph Judge and Gordon Calhoun, the magnificent engine room clock from USS *New Ironsides* will soon be on display at HRNM. USS *New Ironsides*, a first generation ironclad, was launched two months after the famous battle between USS *Monitor* and CSS *Virginia* in 1862, and served with distinction until the end of the Civil War. The innovative turret design of John Ericsson's USS *Monitor* influenced American naval construction for decades after its draw with CSS *Virginia* in Hampton Roads. USS *New Ironsides*' much greater ability to deliver and receive punishment with its fourteen 11-inch Dahlgren smoothbores and two 150 pound Parrott rifles may have changed the outcome of this famous battle had she been delivered two months earlier. An excellent book *USS New Ironsides in the Civil War* by William H. Roberts, is available from the Naval Institute Press at www.usni.org, for those desiring a more detailed history on *New Ironsides*.

The clock itself is a history lesson in naval architecture during the infancy of steam and iron in the U.S. Navy. Originally named USS *Ironsides*, the name was changed to USS *New Ironsides* only one month prior to her launching to avoid confusion with the wooden frigate USS *Constitution*'s nickname "Old Ironsides." The clock's 14-inch dial was apparently engraved before this change and is an engraver's masterpiece with exceptional detail. Emblazoned on the dial are "USS Ironsides," "Merrick & Sons, Philada.," the engine maker, and "Wm. Cramp & Sons", the Philadelphia shipyard where she was launched.

In addition to being a timepiece, the clock dial also kept track of the revolutions of the massive two cylinder 50-inch by 30-inch steam engine and 12-foot diameter propeller. Revolutions per time would indicate speed in a no wind,



This the engine room clock from USS *New Ironsides* that is currently on loan to the museum from the Naval Historical Center. The manufacturers engraved USS *Ironsides* into the silver plate before the ship's name was changed at the last moment. (Photo by Jim Dyson)



Here is USS *New Ironsides* as seen by a Harper's Weekly artist shortly after her launch in May 1862. Classified as a frigate, she was intended to be a "blue-water" warship but rarely had her rigging in place during the war. In many ways, she was a better equipped and more useful warship than any of the highly publicized monitors. (June 6, 1862 Harper's Weekly engraving)

no current sea; very important information to the ship's captain.

The mechanism of the revolution counter is marked "The Novelty Iron

Works, New York" and "Paul Stillman's Patent." Paul Stillman and his brother Thomas were pioneers in the steam trade **New Ironsides Clock continues on page 5**

New Ironsides clock
continued from page 4

as engineers and mechanics with the Novelty Iron Works. The clock movement itself was the work of Edward Howard, of the Howard Watch and Clock Co. of Boston, E. Howard & Co., Proprietors. Howard was an apprentice to Aaron Willard, son of Simon Willard, famous American clockmaker of 18th and early 19th century fame. Howard started his clock making in 1842 with several partners, but by 1857 had established himself in his own right as a maker of exceptional watches, regulators and marine clocks. The Howard Company continues today making a limited number of banjo type clocks, of the type patented by Simon Willard in 1802.

The movement in *Ironsides'* clock is basically a large balance wheel type watch movement because pendulum clocks were unable to function on a rocking ship. The escapement is jeweled with rubies on the escapewheel and pallet and diamonds or clear sapphires on the balancewheel.

The power to run the



Like many works of art in the Industrial Age, New Ironsides' clock is the result of a cooperative effort by several different inventors. Paul Stillman (shown at right) and his brother Thomas, for example, invented and manufactured the engine revolution counter. (Photo of counter by Jim Dyson. Photo of Paul Stillman courtesy of the Stillman Family Archives, <http://www.stillman.org>.)

the movement from the harsh environment of the engine room.

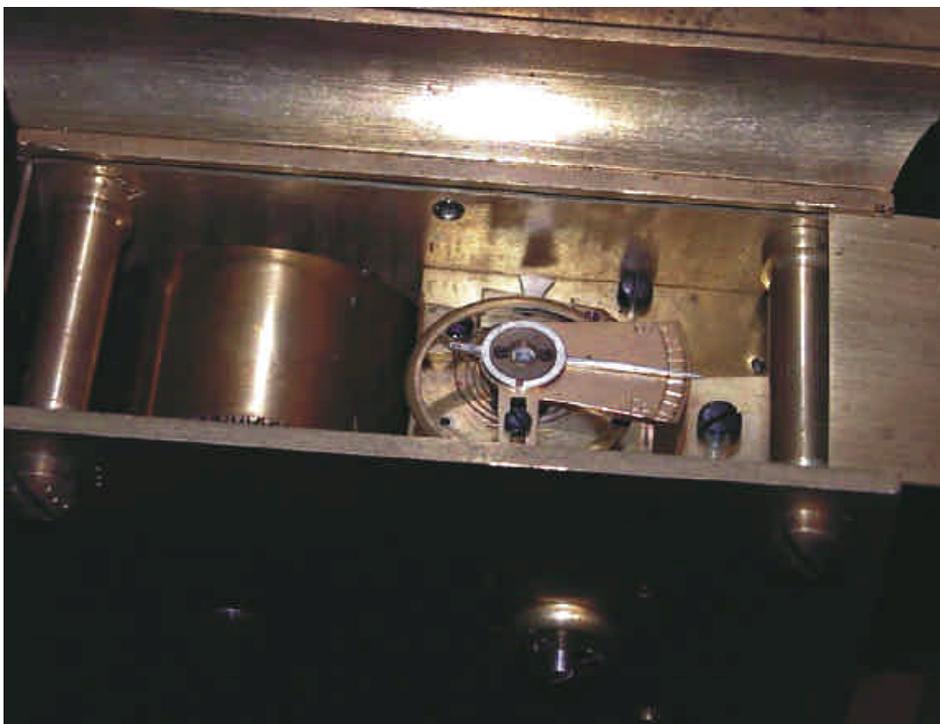
The base of the clock is engraved "Chief Engineer, N. P. Towne, U.S.N." and is one of the most intriguing engravings on the clock. *The General*

Engineer, July 3, 1887.

On the night of December 15, 1866, while in mothballs after decommissioning at League Island Navy Yard, Philadelphia, *New Ironsides* burned to the waterline and sank, the victim of an unattended stove. Apparently the clock was removed from the ship before this disaster befell the ship. Navy records do not indicate the ownership or whereabouts of the clock until 1949 when it was recorded as being in the collection of the Naval Historical Center, Washington, D.C.

William Roberts, in his book *USS Ironsides in the Civil War*, mentions Harman Newell as Chief Engineer, William S. Wells and Frederick Ramsden as Assistant Engineers during the Civil War. Roberts does not mention N. P. Towne as being a crewmember of *USS New Ironsides*. Further research will be necessary to say definitively.

Presently, it is known that although Towne did serve during the Civil War, he certainly was not the Chief Engineer of the *New Ironsides* during the Civil War, or even before she sank in 1866. How did Towne's name come to be engraved on the clock? He was not promoted to Chief Engineer until 1887. Apparently someone had possession of the clock and thought enough of Towne to have his name engraved on the base. The whereabouts of the clock from 1866 until 1949 are a mystery. If only the clock could talk! 



This the movement of the clock. At its core are a diamond, a clear sapphire, and rubies. The movement does work and it is accurate to about one minute per month. (Photo by Jim Dyson)

clock for eight days is supplied by a very strong spring enclosed in a going barrel. The movement is enclosed inside the bronze clock case and additionally covered on all sides with sliding dust covers to protect

Navy Register of Officers shows Nathan P. Towne, Third Assistant Engineer, January 6, 1862, Second Assistant Engineer, October 1, 1863, First Assistant Engineer, January 1, 1868 and Chief

Bringing the Giant to Life: *Wisconsin's* World War II Crew

Editor's Note: The crew of the battleship Wisconsin during World War II represents the finest qualities of what news anchor and author Tom Brokaw called the "Greatest Generation." Three World War II Wisconsin veterans, Earl Foreman, Marshall Pearson, and Irwin Watson "Bill" Carpenter were gracious enough to tell about life aboard Wisky.

Plankowner-Earl Foreman as told to Susan Boland

When the USS *Wisconsin* pulled into Pearl Harbor late in 1944, Earl Foreman, an 18 year-old sailor, stood on her teak deck, close to number one turret, at parade rest. He was in his white uniform, manning the rail with the other 3000 men who made up the *Wisconsin's* crew in war time. This young man had one thing on his mind. Pearl Harbor meant liberty, and liberty meant a tattoo. Every sailor had a tattoo, and Earl wasn't just any sailor, he was a battleship sailor.

Those 3000 sailors had good reason to be proud of their ship. She was resplendent pulling into Pearl Harbor, having just joined the fleet a couple of months prior at the Philadelphia Navy Yard, where she had been built. The designers of the *Wisconsin*



had been given one constraint as they began their task - she must be able to transit the Panama Canal, whose locks measure 110 feet in width. However, there seemed to have been no constraints when it came to protecting the ship from enemy fire. The designers put enough armor, or solid steel, on the *Wisconsin* so that she would be protected from enemy shells fired by any gun up to 16 inches in diameter. Strategic areas of the *Wisconsin* are her three gun turrets, each of which hold three 16-inch guns. The gun turrets have 17 inches of steel



The confident emotions of "Murphy's Bluejackets" are proudly displayed at boot camp graduation. However, as the war went on, the simple comforts of home became a wanted luxury. (Top, HRNM photo from veteran's collections; at right from The Badger)

plate serving as protection from enemy fire. The propeller shafts are protected by 13.5 inches of steel plate, the conning tower sides 17.3 inches. Couple this armor with the 20 5-inch guns, 80 40-mm guns, 60 20-mm guns, and the main battery of nine 16-inch guns among the three turrets, and one begins to understand why battleships are also referred to as "dreadnoughts," for a dreadnought is a person who fears nothing. No fear. I see these words often on the back of pick up trucks driven by young men of 18 or 19 years of age. As a mother concerned about her own 19 year-old son confronting his sea, I realize, upon listening to Earl's story about his coming of age on a ship at sea in war, that 19 year-old boys have not changed much in 50 years. Teen-age boys fear nothing: their mothers fear everything.

As Earl's ship pulled into Pearl Harbor, Earl was not thinking about kamikaze planes making suicide dives at his ship, the ship having to change course every 7 minutes to avoid torpedoes as she steamed across the Pacific, or the desperation in the faces of ship's crew as they fight a fire at sea. He was not thinking about war. This young American wanted some liberty and a tattoo. Earl and a couple of his buddies



walked around town till they found a tattoo parlor that looked right. Earl went in, pointed to a skull and cross bones design that appealed to him, and dutifully sat down in the chair that the Hawaiian woman silently pointed to.

She stood beside him, and held his arm in her hands as she wiped the area for the tattoo with graphite. When she finished, Earl decided he wanted another tattoo - on his other arm. This second tattoo is an anchor inscribed above with the date he entered the navy - January 4, 1943-the date of his 17th birthday.

"But that is not the real date I joined the Navy" Earl explains, as he rolls his sleeves back down to his wrists after showing me his tattoos, and rests his arms on the dining

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room table in front of him. Earl was one of 11 children, 6 boys and 5 girls. In 1943 two of his older brothers were already in the Army, but Earl's mother knew that without parental permission her next son would have to be 18 to enlist. By then, perhaps this war would be over.

But Earl had a plan. A young man could enlist at 17 if he had one parent's written consent. Earl waited for his 17th birthday, and waited again for the first Saturday after his 17th birthday. Every Saturday morning his mother walked into town to get her hair done. While she was gone, Earl talked to his father about his intentions, knowing he could convince his Dad that his enlistment was the right thing to do. This took a little longer than Earl had anticipated, but finally his father agreed, and the two set out walking to the recruiting office in town. They met his mother at the corner on her way back from the hairdressers. They told her where they were going, and she fussed. Then, she cried. Then, she went home.

Earl and his father went to the recruiting station and Earl, with his father's written consent, joined the Navy. The recruiter gave Earl the red star he gave to all new enlistees, which was meant for his mother to put in the front window of the house. Now Mrs. Foreman had three red stars in her window, because three days later her third son reported for duty.

In Earl's mind, he joined the United States Navy on his 17th birthday, which was January 4, 1943. His first ship was the battleship *New Jersey* (BB-62), on which he served from May of 1943 until January of 1944. Then he was sent to Newport, Rhode Island where the Navy was putting together the crew for a new battleship, the *USS Wisconsin*. The Navy pulled sailors who had served on other battleships to put together the *Wisconsin's* first crew. The Navy moved this crew from Rhode Island, where they did some classroom training, to Philadelphia in April of 1944. Earl was now aboard his new ship.

Earl remembers watching the shipyard workers putting in the original teak deck that covers most of the main deck of the ship. He also has vivid memories of cleaning the teak deck, a process known as holly stoning. It was so named because fragments of broken monuments



Two of Wisconsin's cooks prepare a battleship size order of chocolate chip cookies. Like almost all of the Navy's ships in World War II, Wisconsin's African-American sailors were restricted to the mess specialist rate. (HRNM photo from veterans' collections)

from St. Nicholas Church in Great Yarmouth, England were used at one time to scrub the decks of the ships of the British navy. In the British service, these "holystones" were also called "ecclesiastical bricks." Sailors used bricks, or sandstones, which were attached to what resembled a broom stick through an indenture on one side of the brick. A small amount of sand would have been scattered over the deck area, and the sailor would swing the brick back and forth about twenty or thirty times area over the teak directly in front of him. Then he would take a step forward, and start the swinging motion again. The sand being run over the deck

had the same effect as sandpaper. In this way, the teak deck would be scrubbed nearly white. This was done two or three times a week.

As the sailors went about this and other tasks on the *Wisconsin*, it was not unusual to hear remarks like "This isn't how we did it on the *New Jersey*" -which would have been the battleship which that sailor had previously served on. One day, the boatswain announced to all hands "I don't want to hear the way we do things here compared to another ship again. This is how we are doing it here." Earl will tell you, though, that the boatswain's threat was not what brings on that sense of ownership to a

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Capt. Earl Stone (far right) and his command staff. The giant in the middle is Cmdr. Daniel T. Eddy, Wisconsin's executive officer from March 1945 until the end of the war. Eddy was an All-American left tackle for the Naval Academy, which won the national championship in 1927. At left, is Rear Adm. Louis E. Denfield who flew his flag on Wisconsin while serving as commander of Battleship Division Nine. Denfield became the Navy's 11th chief of naval operations two years later. (HRNM photo from veteran's collections)





There was always work to be done. Shown above, *Wisconsin* receives wounded from a destroyer. Shown at right is the mail bag. (Photos from National Archives and *Wisconsin* veterans' collections)



World War II crew continued from page 7

crew. "She becomes your ship the day we set out for the war zone. Then you know - it is a question of whether we sink or we stay alive."

Less than a year later, 19-year old Earl, was right in the middle of the Pacific war zone. He stood just under turret number one, about to crawl in and man his battle station, as the entire crew had been ordered to do. But before he crawled into the turret, Earl turned to take a good look at what was happening around him.

"We are being attacked by enemy aircraft. From where I am standing, she (enemy aircraft) looks like a big boxcar out there. She is right above the USS *Intrepid* now. Suddenly she is falling toward the *Intrepid*. She hit the *Intrepid* on her starboard side. Heavy damage is done. Suddenly another plane. Same type as the first one is coming toward our fantail (stern). We are giving her everything we have. She is burning now and seconds later she is down with many shells in her. No damage to us. Next one is coming at us in a dive. We are shooting at her. She is down also. This makes two for us today. Suddenly another plane is diving at another tincan (destroyer). We are firing at her, but she got away. Now another is diving right at us. We got her, but the pilots parachuted out."

Just one week before this, Earl had been sitting on the stern of the ship as he and the rest of the crew waited for the entertainment show entitled "Two Little Hips." At a safe anchorage in Ulithi Atoll, which is in the Western Caroline Islands serving as a replenishment area, they were far enough

away from the war zone that they could leave lights on, get some work done, as well as some hard-earned rest and relaxation. Two carriers, four to six destroyers and a hospital ship were at anchor with them. Off the port side near the stern was an aircraft carrier, the *Randolph*, whose crew was hard at work on the illuminated flight deck with the planes.

For three weeks prior to their arrival in Ulithi Atoll, the members of the cast of "Two Little Hips" had started to practice their roles. The last couple of days before Ulithi the ship's carpenters had started to build the stage on the aftermost section of the stern. The stage was so high and large that it took 70 braces to hold it, and the carpenters used almost all the raw lumber that the *Wisconsin* kept on board for repairs. Their plan was to use the lights from the superstructure to illuminate the stage. These were large spotlights usually used for signaling other ships. On the night of show, almost the entire crew of the *Wisconsin* as well as a group of nurses from the hospital ship in Ulithi sat in their rows at eight o'clock in the evening waiting for the Captain and the Admiral who was riding the ship to arrive. Then the lights were to go on, and the show would begin.

At one minute before eight, Ralph Sterling was serving as the watch at Quad Mount # 9 on the starboard side when Combat Information Center (CIC) reported a bogie, which is a possible enemy aircraft. In what he describes as an instant, there was a loud blast like a thunderclap and the aft end of the *Randolph* blew up in a gigantic

fireball.

General Quarters was immediately sounded for the crew of the *Wisconsin*, with the additional order to hit the deck. Earl's battle station was the Number One Turret, which was at the opposite end of the ship, about two football fields away. Crawling on his hands and knees down the teak deck, Earl heard explosion after explosion as the planes on the deck of the carrier *Randolph* (CV-15) burst into fireballs. He kept crawling up the side of the ship toward his battle station. Just as he was about to crawl into the turret, another kamikaze plane exploded. Earl saw it hit, and he saw it explode, but he could not be certain if it had hit the water or the destroyer it had been heading for. Earl waited a minute, and then saw the bow of the destroyer come through the smoke of the burning plane. Relieved, an older and wiser 19 year-old Earl crawled into his turret. Twenty five men were killed that night aboard the *Randolph*, and another 106 wounded. The kamikaze pilot had flown right over the 3000 men of the *Wisconsin* sitting outside on the stern of their ship. The show lights had not yet been turned on. Had they, the men of the *Wisconsin* knew the loss of life on their ship could have been devastating.

"That got real hairy that day. That was the first time it got personal."

Plankowner is a term used in the Navy
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to designate a member of the ship's first crew. Earl is proud to be a plankowner of the USS *Wisconsin*. His Plankowner Certificate states that he is entitled to a plank from her deck - in the case of the *Wisconsin*, one of those teak planks which he watched being laid and secured, the teak which he holystoned, the same teak planks



Throughout the history of the U.S. Navy, music has always been an important part of any ship. Here, members of *Wisconsin's* orchestra look over famed Big Band leader Tommy Dorsey's "Swing High." (HRNM photo from veterans' collections)

on which he crawled on his hands and knees to reach his battle station.

Wisconsin was taken out of the fleet in 1957, only to be called back for duty in 1988. Earl has since received a brochure from a company that tells him that when she was recommissioned, the original teak deck had to be replaced. This company, therefore, is in the position to offer him one of those original planks which he, as a plankowner, is entitled to.

But Earl isn't buying one. In fact, he doesn't buy the whole idea.

"I watched them put those planks on the *Wisconsin* in Philly. Those pieces of wood were four-inch thick. Each plank was lined with jute, hammered securely between each of the four-inch planks. Then tar was put down to set each plank. I holystoned that deck. I know that deck. I know what I am talking about. When we were finished, that teak deck would bleach out to almost white. It was beautiful. There would be no need to replace that teak deck. These guys don't have the original planks. The originals are still on her."

As are originals like Earl Foreman. 

The author works at Old Dominion University in Norfolk, VA. She is currently looking for other *Wisconsin* veterans to interview. She can be reached at: thebolands@att.net or 757-363-7127.



A series of boxing matches was held between *Wisconsin* and other ships such as *South Dakota (BB-56)* and *Hancock (CV-17)* on the fantail of *BB-64*. Navy commander and boxing legend Gene Tunney was the referee for some of the matches. (HRNM photo from veterans' collections)

Battlestations-Marshall Pearson

Like Earl Foreman, Marshall Pearson was not even 20 years old when he enlisted in the Navy. The service was not a complete stranger to him as he had worked at the Norfolk Naval Shipyard here in Hampton Roads. But even this previous experience did not fully prepare him for his tour as a deck seaman on *Wisconsin*.

"It was an amazement, really," he commented. "It was a great thrill and

everything else for a young sailor to see something that big and know that's going to be your home, and not knowing where you're going, or what you're getting into."

Like all crewmembers, Pearson had his everyday duties along with a battlestation. His everyday duty was working in 1st division on the starboard side. Probably the deck division's most important job along with mooring the ship and holystoning the deck was refueling the battleship's escorting destroyers.

Pearson's battlestation was turret #1. Gunner's mates called upon the seaman and boatswain's mates of the deck department to assist them in loading the big guns. Pearson's job, at the young age of 19-years, was to ram the one ton shell and the six 110-pound powder bags in behind them. There was no time to rest either.

World War II crew continued on page 14



Wisconsin Visitor Information

General Information: 757-322-2987
<http://www.hrnm.navy.mil>

Volunteer Opportunities: 757-322-3106
tdandes@nsn.cmar.navy.mil

Honor and Ceremonies: 757-322-2988
cpickard@nsn.cmar.navy.mil

Historical Information: 757-322-2993 or 322-2984
gbcalhoun@nsn.cmar.navy.mil

Information on visiting Nauticus and Nauticus' Wisconsin Exhibits: 757-664-1000
www.nauticus.org
jburge@city.norfolk.va.us

Wisconsin Project Partners:
USS *Wisconsin* Association:
www.usswisconsin.org

Battleship *Wisconsin* Foundation:
www.battleshipwisconsin.org

Book Reviews

Captain Blakeley and the Wasp: The Cruise of 1814

by Stephen W.H. Duffy

Reviewed by Joe Mosier

When the pantheon of early American naval heroes is recounted, some names spring immediately to mind. John Paul Jones, Thomas Truxtun, Edward Prebble, Stephen Decatur and Oliver Hazard Perry all stand out. Certainly there are other, less well-known figures who deserve acclaim. Author Stephen Duffy has undertaken the task of elevating one such officer in the minds of readers. His work, *Captain Blakeley and the Wasp*, focuses on Master Commandant Johnston Blakeley. After a solid but unexceptional career which started in 1800, Blakeley rose to fame with his success in a single cruise in 1814 before literally disappearing from the scene.

The first section of Duffy's book deals with his subject's early career. The newly appointed and relatively elderly nineteen year-old, Midshipman Johnston Blakeley left the

Stephen W.H. Duffy. *Captain Blakeley and the Wasp: The Cruise of 1814*. Annapolis: Naval Institute Press, 2001. ISBN 1-55750-176-9, 348 pages. \$34.95

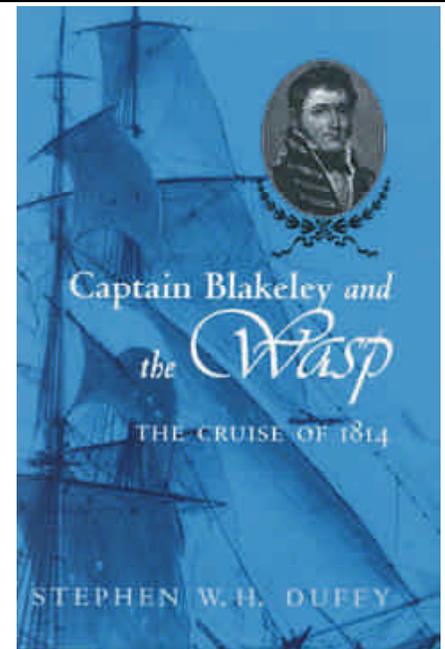
University of North Carolina to serve under Thomas Truxtun in the frigate *President*. The youngster's performance through a West Indies cruise was sufficiently promising to ensure his retention in the face of the Navy's post Quasi-War strength reductions. At the start of the Barbary War, Truxtun resigned in a huff, and Blakeley went on to serve under the command of Truxtun's protégé John Rodgers. These two captains formed Blakeley's approach to leadership at sea, grounded in professional competence, strict but not brutal discipline and aggressiveness in action. He continued to prove a skilled and useful subordinate in a series of assignments following his promotion to Lieutenant in 1807.

The outbreak of the War of 1812 occurred as Blakeley was enjoying his first command assignment in the schooner *Enterprize*. The early months of the war were spent in frustration, a frustration brought on jointly by lack of action in the backwaters of the Gulf of

Mexico and the unhealthy climate of his home port of New Orleans. Blakeley's big break came with his assignment to the command of the sloop of war *Wasp* then building in Newburyport, Massachusetts. Duffy devotes the second section of his book to Blakeley's trials in completing the construction and manning of the new vessel. The reader comes away with a thorough appreciation of the difficulties the newly promoted master commandant faced: local hostility to the war, shortage of supplies and the partiality of his area commander, Commodore William Bainbridge.

Part Three of the book deals with the wartime cruise of Blakeley and his ship. It is an expansion on a paper the author presented at a Maritime History Symposium in 1993. Perhaps because it was originally meant to be given orally, it is the best written section of the work. In it, Duffy superbly describes *Wasp's* success in destroying British merchant shipping and her two signal victories over His Majesty's Sloops of War *Reindeer* on 28 June 1814 and *Avon* on the night of 2 September. In the case of both sea battles, Duffy, a skilled model maker, uses his superior knowledge of the ships of the day to present a lucid blow-by-blow narrative of the fight. After his defeat of *Avon*, Blakeley continued on his cruise taking a least three more prizes before disappearing at sea. Duffy has combed contemporary accounts to offer a number of alternatives on how and why *Wasp* failed to return. It is this untrumpeted disappearance that may have cost Johnston Blakeley the place in history Duffy feels is due him.

While generally competently written, *Captain Blakeley and the Wasp* is not without some shortcomings in this reviewer's mind. Stephen Duffy is a remarkably thorough researcher. He has melded information from all the usual sources and from some, such as pension reports, not normally mined by writers on the period. Unfortunately, he seems constitutionally unable to leave out a fact whether it moves the story forward or not. One particularly



egregious example is that of the triplets born to the wife of the Gunner of the *Peacock* then fitting out in New York. Duffy seems to have discovered this fact in his readings of the *Newburyport Herald and Country Gazette*. The infants' births, initially seen as good luck, and their subsequent deaths within three weeks is rather artlessly included to the confusion of the reader. The fault here lies in large part with the Naval Institute Press which should have offered the first-time author better editing.

Also, Duffy often gives way to an unseemly boosterism. Blakeley victories must be seen as "not only unprecedented, they were never again repeated in the postconstitutional American sailing navy." Blakeley is "America's most accomplished naval commander during the age of sail." Too much is made in this reviewer's view of the fact that *Wasp* defeated two similarly matched opponents on a single cruise. Blakeley was cruising in grounds off the English coast where two such encounters were possible. Moreover, the two battles were separated by a six-week refit period in the French harbor of L'Orient which allowed *Wasp* time to be refitted.

Blakeley was undoubtedly a competent, aggressive and courageous naval. But, Duffy overreaches in saying "Johnston Blakeley has as much claim to the title of America's 'Nelson' as do Stephen Decatur, Isaac Hull, James Lawrence, or even John Paul Jones." While clearly ahead of such contemporaries as M. Simmes Bunbury or Melancthon T. Woolsey, Blakeley's career lacked the long-time successes through multiple wars of other American naval greats. 

Arctic Mission: By Airship and Submarine to the Far North

by William F. Althoff

Reviewed by Alex Mecensky

The Arctic icepack was the last undeveloped strategic frontier in 1958. Cold war rivalry between the Soviet Union and the United States had rapidly accelerated with each passing year in the 1950's. This was the era of Sputnik, the Suez Crisis, and the "bomber gap." In the summer of 1958, the Eisenhower administration gave the green light to a U.S. Navy proposal called Operation SUNSHINE, a bold attempt to penetrate the Arctic circle by nuclear submarine and rigid airship. William F. Althoff's *Arctic Mission: By Airship & Submarine To The Far North* sets out to examine the parallel efforts of the Navy to gain an advantage over the Soviets in the Arctic during that tense summer.

Arctic Mission spends its early chapters providing a lengthy recounting of the

William F. Althoff. *Arctic Mission: By Airship and Submarine to the Far North*. Auckland, New Zealand: Lighter-Than-Air-Institute, 2000. ISBN 0-9583693-3-X, 291 pages, \$49.95

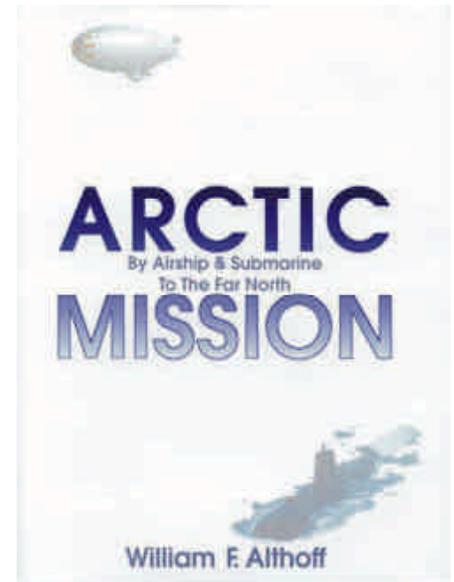
history of airships and the Canadian-U.S. relationship in the Arctic. This effort is presumably intended to heighten understanding of the Arctic's importance and engender sympathy for the airship half of Operation SUNSHINE. Unfortunately, half the background information provided does not serve to support the narrative of the main text. A great deal of time is spent talking about the history of Canada and the difficult Canadian position as both an ally of the United States and as a country mindful of its neighbor's tendency to trample on its sovereignty. It was disappointing to find that the author failed to later develop this theme at all. Canadians are mentioned only in passing in the rest of the text, ironically highlighting the concerns of the Canadian government so well expressed by the author earlier in his work.

On a similar note, the narrative

information on the voyage of the USS *Nautilus* (SSN-571) is not a main focus of the book, as the jacket implies. The coverage of *Nautilus*'s voyage serves only as a counter point for the airship bound protagonists of this work. The level of sympathy and involvement evoked for the crew of *Airship 719* is just not there for the *Nautilus*. Perhaps the author is implying that they did not need such a focus. By upstaging and eclipsing the airship arm of the mission, *Nautilus* and the nuclear sub program gripped the imagination and excitement of the military and the public. Mr. Althoff does not begrudge the *Nautilus* her success, but he does make the case that *Airship 719* did not get the recognition due her.

When the work moves to the subject of airships the author begins to shine. Lovingly detailing the rise and fall of commercial and military airships, Mr. Althoff shows his true colors as an enthusiast. He relates how operation SUNSHINE was seen by the men in the airship arm as a last chance to prove the worth of their program. Far more detail is provided on the struggles and successes of *Airship 719* as she lumbers north than is devoted to the voyage of the *Nautilus* under the icepack. The chronicling of this 'also-ran' mission is the real meat of the book, and was surprisingly engaging.

Mr. Althoff not only follows the technical challenges faced by the crew of 719, he touches on the nature of the Navy men and scientists committed to the project. Their hope of making what was to be the first of a series of scientific voyages of discovery in the Arctic by airship is sad and touching in retrospect. The Navy had already begun to shut down the program in 1957; SUNSHINE turned out to be the last hurrah of a forlorn air arm. You can still hear the echoes of hurt disbelief from the men of that year in the author's theorizing on why the program died. The shutting down of the airship program in spite of its qualified success in SUNSHINE is poignantly related. If the reader can get through the clutter of half-



developed themes, he will find a compelling story of might have beens in a tense age of naval competition.

Arctic Mission warrants a qualified recommendation. While a good deal of effort is expended on side topics that do not advance the main narrative, the last gasp of airships is worth examining. So much of Naval history has been over done that it is difficult to find a work that offers something fresh or original. Specialty topics are too often approached from a worm's eye view, condemning them to engage no more than a few hundred (if not dozen) enthusiasts. But even if you are not a naval airship fan, this book can still speak to the romantic notion of exploration and of technologies of a by-gone era. Perhaps this is not appealing to some; it certainly failed to enchant the CNO's office in the fall of 1958. For many though, this book will leave an impression not unlike that left by the airships themselves. While seemingly ponderous and ungainly, their charm and promise of nostalgic adventure will grow on you. 



The editor of *The Daybook* is always looking for reviewers! If you have an interest in naval history, please contact the editor at 757-322-2993 or gbcalthoun@nsn.cmar.navy.mil

Name Game II: Future Ship Names

It is time for The Sage to bring up the issue of ship names once again. In this installment, The Sage would like to present names he would like to see as future ship names. Now, the Sage is unsure exactly how ship names come about. However, it does seem when it comes to people names, the more heroic and/or the more popular you were, the better your chances of getting a ship named after yourself. However, there are those personalities in Naval history who for one reason or another have had their name passed over. Either they have not



The Museum Sage

been considered famous enough or they did something that is perceived to have a negative reflection upon their career. In some ways, it seems it's like being chosen for the Baseball Hall of Fame and all the politics that go into being chosen for that institution. In any case, the Navy has a crop



Test pilot and first naval aviator Eugene Ely deserves to have a carrier named after him as much as any national elected official. (HRNM photo)

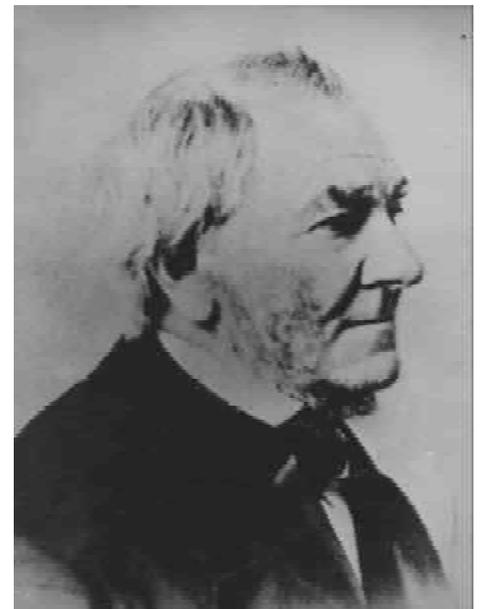
of new carriers and destroyers coming up, which traditionally receive names of noteworthy officers, politicians, sailors, and marines. The following are seven gentlemen who deserve to have a ship named after them and why they deserve the high honor:

Eugene Ely-The majority of *Nimitz*-class aircraft carriers are named after politicians. Some of them have been named after politicians who have particularly supported the Navy over the years. So why not the man who dared to be the first pilot to fly off a ship and got this little venture known as naval aviation off the ground? The fact that he was not a naval officer should not be held against him. The National Museum of Naval Aviation has placed him in their hall of fame and it is time to take the next step.

Charles McCally-This name comes out of the "Your Reputation is Only As Good as Your Last Command" category. For those of you who are familiar with him, you more than likely have a negative feeling about the 70-year-old captain. For those of you not familiar with him, McCally is most well known for being the commandant of the Gosport Shipyard in Portsmouth, VA. Over the years, historians have savagely criticized him for losing the Navy's most important shipyard, all of its guns and equipment, and the loss of the frigate *Merrimack* to the Confederate States. Some historians even go as far as to imply that the disaster that fell upon the U.S. Navy on March 8, 1862 (sinking of *Cumberland* and *Congress*) was McCally's fault because *CSS Virginia* was built from *USS Merrimack*.

First of all, McCally was an officer who had devoted over FIFTY years of his life to public service. He entered the Navy right before the War of 1812, fought at the Battle of Craney Island as a midshipman while assigned to *Constellation*, fought in the Mexican War with distinction, and defused two major international incidents with South American nations. But, because of one perceived mistake, none of that matters. Notice the Sage uses the word "perceived." The fact of the matter is

that McCally wanted to stay and fight. Washington officials sent down two junior officers to find out what was going on. These two officers proceeded to countermand every order McCally gave. In any case, McCally is not at fault for the whole affair.



USS Charles McCally? We need to not only forgive him, but honor him. (HRNM photo)

Louis E. Denfield-Making the position of Chief of Naval Operations has been almost a cold stone lock to get one's ticket punched for a ship. There is one big exception: Admiral Denfield. Why is this? Are we embarrassed over the fact that Denfield in defense of the service he cared so much about resigned his position? For those of you who do not Denfield, he is most famous for leading what has been called the "Revolt of the Admirals" against the Truman Administration's gross lack of support towards the Navy. Denfield was an admin and personnel officer by training, but he was as passionate about the importance of naval and naval air power as any line officer or naval aviator. His stand and eventual resignation caught the attention of Congress and saved naval aviation.

Sydney Phillips Lee-Adm. S.P. Lee has had a ship named after him, but in all due respect to the oceanographic sailors, he deserves more than a cable laying ship. S.P. Lee is a cousin to the famous Confederate general

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and like many admirals in the Civil War, he devoted the majority of his life to the Navy. He was not as flashy as Farragut and Dixon Porter, but he got the job done. The biggest strike against him seems to be a PR problem. Lee was not involved in a major Civil War battle like Farragut (New Orleans, Port Hudson, and Mobile Bay), Dixon Porter (Fort Fisher), and Foote (died due to wounds caused in combat). Most of his time in the Civil War was spent directing the North Atlantic blockade and controlling the James River.

Arthur Dillingham-This one time commander of the Naval Station Norfolk is a personal favorite of The Sage. His voice alone (a lieutenant commander wrote several years later that he had never been yelled at so loudly) and handle bar mustache should get him a ship name. But for this short admiral, his resume provides much more than just an authoritative voice. As a young lieutenant in the Spanish-American War, Dillingham was awarded the Medal of Honor for his service as the first officer during the Cienfeugos Cable Cutting

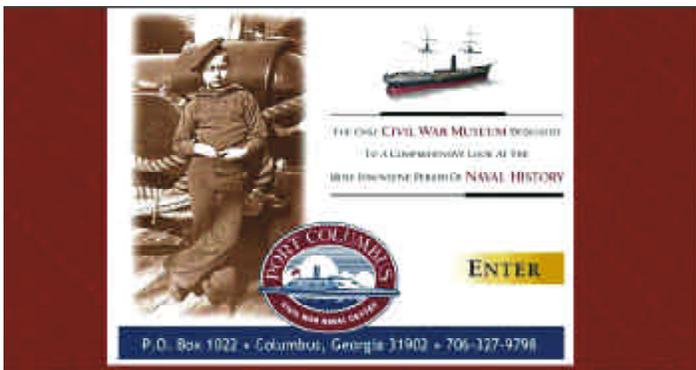
Expedition. His command style at Naval Operating Base Hampton Roads brought order to what was a very chaotic situation during World War I. As city manager of Norfolk, he brought the Navy and the city closer together and sold off Norfolk land to allow the Operating Base to expand.

African-American Sailors-There is a severe lack of ships named after African-American sailors. "But, oh wise Sage, they didn't do anything but serve as mess cooks!" Wrong answer. Even in the days when discrimination existed, several African-American sailors distinguished themselves. The Sage will only list three here, but knows that these are not the only ones. The most obvious and famous one is **Dorie Miller** who received the Navy Cross for his actions at Pearl Harbor. Two other names that are worthy of your consideration are **George Washington Bright**, a Virginia-native who received the Medal of Honor for his sacrifice on board the battleship *Iowa* (BB-4) during the Spanish-American War, and

Josiah Tunnell, another Virginia-native who helped save the torpedo boat *Winslow* (TB-5) during the Battle of Cardenas during the same war. According to legend, while being held in the arms of his commanding officer, Tunnell asked "Did I save the ship?" When Tunnell received a nod in the affirmative, he died.

United States-In addition to the seven names for The Sage's squadron of one carrier and six destroyers, there is one another name to consider: United States. It is not for a lack of trying that there has been only one ship named after our glorious nation. After the frigate *United States*, the Navy on three occasions has tried to get another one named, only to be denied by civilian politicians: 1) 1922 battlecruiser, canceled by Washington Naval Treaty; 2) 1948 aircraft carrier, canceled by President Harry S. Truman; 3) 2000 aircraft carrier, renamed by Congressional order *Harry S. Truman*. All The Sage can say is, keep trying, the nation needs a flagship. 

Useful Web Sites



<http://www.portcolumbus.org>-This is the web address for a remodelled Civil War museum that concentrates on the naval side of the war. Called the Port Columbus Civil War Naval Center, it is located in Columbus, GA.

<http://www.nara.gov/regional/mprsf180.html>-Many visitors asks us how they can get a copy of their relatives' military records. The National Archives hold these records and requires one to fill out an SF180 to make a request. This web address provides the necessary paperwork and addresses.



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“We would completely re-load it every 32 seconds...so you didn’t have to wait and think. You knew what you had to do and you had to do it then.”

To Pearson, the feeling of the big guns going off was somewhat unreal, yet quite quiet.

“You could feel it, but in the turret, you actually only heard a swish of the gun. You didn’t actually hear an exceptionally loud noise. Turret two was right behind us and when they fired, there were vent holes underneath that turret. When they fired, it would blow your pants legs off, like somebody was slapping you on the leg.”

Not every combat situation had Pearson running to turret #1. Sometimes he was called to help man a 5-inch or one of the 40mm. Then there was the “kamikaze watch.” While the Navy had used radar to great effect during the war (*Wisconsin* served as fighter director during the war), it

the crew’s minds were given a brief moment to relax at Mog Mog. Like Foreman, Pearson and his fellow sailors from *Wisconsin* and from several other ships at anchor, including nurses from hospital ships, awaited the comical spoof “Two Little Hips” on the battleship’s fantail.

“They were all on our fantail, sitting there, waiting for the show to start...and two kamikazes, we had lights on and had mentioned that everybody had their lights on, came in and went right into the stern of the *Randolph*. All Hell broke loose.”

“My battle station was all the way forward and me trying to get all the way forward. Everybody else was scrambling, trying to just get anywhere they could get...out of the line of fire. Nobody even knew really what it was until later. It was quite a mess for a few minutes.”

Like all *Wisconsin*’s World War II veterans, Pearson will always be grateful to

Harbor and enlisted in the Navy the day after the surprise attack. The recruiter signed him to be a naval aviator and sent him to school. Then when he was done with that school, they sent him to another school and another. The frustration was beginning to build on him.

“Finally I said, ‘I’m through with this, I’m going to go in the Navy so I can get to sea.’”

While at the Naval training center in Bainbridge, MD, the Navy said Carpenter could become an officer through the V12 program. Carpenter refused. Finally, somebody told him one way he could guarantee a sea billet was to become a quartermaster. He eagerly accepted.

Graduating at the top of his class, the Navy tapped him for the first ship’s company on board the Navy’s newest battleship under construction in Philadelphia. Though he now had a ship, Carpenter was still no closer to getting to sea. He had to wait three more months at Newport, Rhode Island while the Navy assembled all of the new recruits for *Wisconsin*.

Finally, he got his ship. As quartermaster, Carpenter’s main job was navigation. It is a time-honored rate in the Navy as every ship, sail or steam-powered, needs a skilled person at the wheel. The fact that his first assignment was an 887-foot battleship made him that much more important.

As Carpenter was at the ship’s wheel in the battleship’s “citadel,” it was very common for him to have dealings with *Wisconsin*’s two World War II captains: Earl Stone and John Roper. While Stone was an extremely intelligent officer, Carpenter got the feeling that his first captain had not been to sea a lot. Though, Carpenter had to admit that everyone, including himself, was still trying to get a feel for this new warship. This is also not to say that Carpenter did not think the world of his commanding officer.

“I don’t think he’d ever conned a battleship, well, he didn’t know a lot about what we were doing. He was a very polite, gentlemanly-type man, but didn’t put up with mistakes much of course. I didn’t make very many.”

Carpenter became so good and made so few mistakes, that he was made what the Navy calls a “Special C Detail Helmsman,” a title given to only the best quartermasters. As a result of this title, Carpenter was



Called by one Naval historian as “The Navy’s Secret Weapon” during World War II, Mog Mog Island in the Ulithi Atoll was a place where ship and sailor alike could take a break from the war with Japan without having to stray far from the front. Shown here, sailors from Wisconsin practice softball, in preparation for their championship run in the fleet tournament, while at Mog Mog. (HRNM photo from veterans’ collections)

could not detect anything directly overhead. The sailor on this special watch was given a mattress on top of the gun director and told to look up.

“You looked directly overhead up there and these kamikazes would be very, very high—I mean way up above...we had to watch for them.”

Like Foreman, Pearson was not particularly concerned about the Japanese suicide aircraft.

“I keep tell everybody, as a 19-year-old kid, you really don’t think of anything as serious for yourself. I mean, you just see a plane and you do what you’re suppose to do.”

Of course there was the one time when no one was on the kamikaze watch because

the warship that got him home safely. You see, waiting at home was his girl Gladys. The two of them had known each since high school.

“When I was 15,” Gladys told us “he left to go to the Navy. He was 19 years old. I was heart broken. He was gone 18 months, I don’t know whether he remembers that or not. I don’t remember him coming home. When he did come home, got out of the Navy in April of ‘46, and June of ‘46, we got married. It’s been like that ever since.”

Helmsman- Irwin Watson “Bill” Carpenter

Irwin Watson “Bill” Carpenter wanted to go to sea. Badly. He joined the thousands of Americans wanting to avenge Pearl



Even in the middle of a great war, there was always room for silliness. Here, one of *Wisconsin's* ship services sailors prepares a wig for a comic play known as "Two Little Hips." However, just before the lights went up on the fantail for the play, a kamikaze hit the carrier *Randolph* (CV-15), which was anchored next to the battleship. (HRNM photo from veterans' collections)

World War II crew continued from page 14

responsible for navigating the ship in tight situations like coming in and out of ports, squeezing *Wisconsin* through the Panama Canal, and during general quarters.

"Captain Stone gave the orders and I had been taught how to do it, but I'd never done it on a real ship of any size. When we left the Philadelphia Naval Yard going down the river and by the time we got in the ocean, I was pretty proficient and I got better and better as time went on."

During combat situations, Carpenter did not get to see a lot of what was going on as he was locked inside the armored fortress that protected the bridge.

"The kamikaze didn't really bother battleship guys much. For two reasons: they weren't trying to hit the battleships and if they did, they just hurt somebody. It's not

going to get the whole crew."

While the Imperial Navy's planes did not bother him so much, he had to admit that the battleship *Wisconsin* and her sisters were designed to fight, the giant *Yamato*, did. He was called to the bridge when the *Yamato* was sighted in what was to be her last run.

"I was a little uneasy when we did what they call 'Bull's Run.' We started steaming just as hard as we could go to try to get into a shooting war with the Japanese Imperial Fleet. They had battleships. One was bigger than us and had bigger guns. I thought 'you know, I don't think they're very good, but they might just get a lucky hit with one of those 18-inchers.'"

These kind incidents made one long for home. Coming back home was quite dangerous in itself, but for different reasons.

"When we went under the Golden Gate Bridge in San Francisco, we had to get our helmets on, because these girls were throwing compacts, lipsticks, and everything. They had their name and address on it. The stuff just kept falling down."

Now that the war was over, Quartermaster Second Class Carpenter was happy to go to school. This time, he used his GI Bill money to get a degree from Purdue University.

The stories on Marshall Pearson and Bill Carpenter were taken from a series of interviews conducted by David Kohnen. These interviews and ones conducted with other Wisconsin veterans can be seen in Nauticus' "City at Sea" exhibit on the second deck.

Whisky-By the Numbers



The Badger, *Wisconsin's* monthly newspaper, reported the following figures in its October 1945 issue. During World War II, *Wisconsin* crewmen consumed on a daily basis (with a total complement exceeding 3,100 officers and men):

- Twenty tons of food provisions consumed in one week
- 4,110 pounds of vegetables
- 1,640 pounds of fruit
- 1,500 pounds of flour
- 2,465 pounds of meat
- 1,200 pounds of potatoes

- 164 pounds of butter
- 6,500 eggs
- 217.5 gallons of ice cream (an additional 3,500 quarts were transferred to other ships in the task force in May 1944)
- 275 bars of Ivory Soap
- 2,000 gallons of coffee (an additional 1,500 pounds were transferred to other ships in the task force in May 1944).

To get *Wisconsin* to sea, it took:

- 6,250 shipbuilders
- 2,500,000 manhours to design
- 30,000,000 manhours to build

- 312,000 pounds of paint
- 5,000 Electric Light Bulb
- 348,000 pounds of blueprint paper
- 1,135,000 Rivets
- 4,300,000 feet of welding
- 1,330,000 feet of electric cable
- 422,000 feet of piping
- 9 1/2 acres of deck
- 900 electric motors

