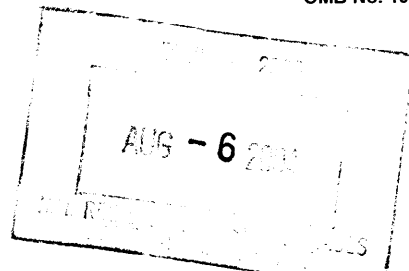


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name USS New Jersey (BB-62)

other names/site number Battleship New Jersey

2. Location

street & number 62 Battleship Place not for publication

city or town Camden City vicinity

state New Jersey code NJ county Camden code 007 zip code 08103

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.

Signature of certifying official/Title

Date

Marc A. Matsil, Assistant Commissioner, Natural and Historic Resources/DSHPO

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet for additional comments.

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register. See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Signature of the Keeper

Date of Action

Patrick Andrews

9/17/2004

USS New Jersey (BB-62)
Name of Property

Camden, NJ
County and State

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count.)	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	0 buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	1 _____	sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	_____	structures
	<input type="checkbox"/> object	_____	objects
		1 _____	0 Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)
N/A

Number of contributing resources previously listed in the National Register
0

6. Function or Use

Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)
Defense/naval facility	Museum
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)	Materials (Enter categories from instructions)
_____	foundation N/A
"No Style"	walls N/A
_____	_____ N/A
_____	roof N/A
_____	other Steel
_____	Wood

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)
SEE ATTACHED

USS New Jersey

Camden, NJ

Name of Property

County and State

8 Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University: Quaker Collection, Haverford College, PA
- Other

Name of repository: Inactive Ship Maintenance Facility, Puget Sound Naval Shipyard, Bremerton, WA 98314-5250

Areas of Significance

(Enter categories from instructions)

Military

Period of Significance

1942-1990

Significant Dates

1942-1945, 1950-1956, 1968-1969, 1982-1985, 1989

Significant Person

(Complete if Criterion B is marked above)

Fleet Admiral William F. Halsey, USN

Cultural Affiliation

N/A

Architect/Builder

U.S. Navy

USS New Jersey
Name of Property

Camden, NJ
County and State

10. Geographical Data

Acreage of property N/A

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	488691	4421101	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Richard K. Berger [minor revisions by Scott Kodger, Curator]
organization USS New Jersey Battleship commission date 11/15/1996 & 4/5/2004
street & number 1715 Highway 35, Suite 102 telephone 908-671-4906
city or town Middletown state NJ zip code 07748

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**Maps**

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Home Port Alliance for the Battleship New Jersey, Inc.
street & number 62 Battleship Place telephone 856-966-1652
city or town Camden state NJ zip code 08103

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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USS NEW JERSEY

Battleship *USS NEW JERSEY* (BB-62) is an IOWA CLASS battleship authorized by the Congress of the United States May 17, 1938, and is named for the state of New Jersey. Built by the Philadelphia Navy Yard (#1) with her keel laid on September 16, 1940, she was christened by her sponsor, Mrs. Carolyn Edison, wife of then Governor Charles Edison of New Jersey and launched on December 7, 1942, just one year to the day following the Japanese attack on the U.S. Naval Base at Pearl Harbor, Hawaii. Following fitting out and sea trials, she was commissioned on May 23, 1943, (#2) with Captain C.F. Holden as her first commanding officer of a distinguished list of commanding officers. *USS NEW JERSEY* has an overall length of 887 feet, 3 inches, with a waterline length of 860 feet, with a mean draught of 28 feet, 11 inches at a hull load of 45,000 tons, a full load draught of 37 feet, 9 inches when at her full load displacement of 57,540 tons, and a maximum waterline beam of 108 feet, 2 inches. The length of the hull is divided into four (4) foot frame section spacings which give a total requirement of 216 frames to provide her ultimate length. These frames and spacings along with the many other inner hull frameworks provide the ship with many watertight compartments. Her total cost of construction was estimated at approximately \$100 million dollars.

In her original commissioned configuration of May 23, 1943 and added during World War II, her armament evolved until it consisted of the following: MAIN BATTERY ARMAMENT, Triple 16 inch / 50 caliber, Mark VII, rifled barrels, capable of firing (#11 & #20) the 2,700 lb. armor piercing (A.P.) round, to a maximum range of 47,000 yards, and the 1,900 lb. high explosive capacity (H.C.) round in the three turrets each weighing over 1,800 tons. Two turrets are forward, numbers (1) and (2), (#10) and one aft, number (3). SECONDARY BATTERY, (20) five inch / 38 caliber, Mark XII, dual purpose, with rifled barrels in ten twin turrets, with five turrets each on the port and starboard beam, two mounts on the 01 level and three mounts on the 02 level. ANTI-AIRCRAFT BATTERY, (20) quad 40 millimeter guns for a total of 80 barrels distributed along the main deck and in the superstructure, with a firing rate of up to 160 round per minute. Also (60) single 20 millimeter guns were distributed throughout almost every level of the superstructure, with a firing rate of up to 450 rounds per minute. During World War II she also carried a complement of three (3) OS2U Kingfisher aircraft (#3) for observation purpose. Two were stored on the catapults located aft near the stern and one was stored on the aft deck.

Her armor protection is extensive and representative of her class of ship. MAIN BELT, 12.1 inches on 0.875 STS inclined 19 degrees, LOWER BELT, 12.1 inches tapered to 1.625 inches on 0.875 STS inclined 19 degrees, FORWARD AND AFT TRANSVERSE BULKHEADS, 11.2 inches, MAIN DECK, 1.50 inches, SECOND (ARMOR) DECK, 5.0 - 4.75 inches on 1.25 inches, SPLINTER DECK, 0.625 inches, and THIRD DECK 0.625 inches. On the turrets, the FACE PLATES, 17.0 inches plus 2.7 inches, SIDES, 9.50 inches, BACK PLATES, 12.0 inches,

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USS NEW JERSEY

and ROOF, 7.25 inches. The BARBETTES, top to second deck, 17.3 - 11.6 inches, second to third deck, 3.0 inches, and below third deck 1.5 inches. The CONNING TOWER, on the sides at 17.5 inches, roof at 7.25 inches, deck at 4.0 inches, and the tube at 16.0 inches. Machinery on *USS NEW JERSEY* incorporated eight Babcock and Wilcox three drum double furnace express type boilers with an operating pressure of 565 PSI at a temperature of 850 degrees Fahrenheit. The generated steam supplied four sets of Westinghouse geared, double reduction turbines to provide an output shaft horsepower to the four propeller shafts (#21 & #22) of 212,000 horsepower, with the shafts turning at 202 RPM. This shaft horsepower is sufficient to produce a speed of 33 knots. The ship's eight electric generators produced 450 volt, 3 phase alternating current (AC), (1,250 kW), with two emergency diesel generators producing an additional 250 kW. The four propeller shafts attach to the ship's driving propellers. The inboard are two five-bladed 17 feet, 0 inch diameter mounted in the ships twin-skeg hull. Outboard are mounted two four-bladed 18 feet, 3 inch diameter. Just aft of the propellers are the two semi-balanced streamlined type rudders with a projected area of 340 square feet each. The massive size of these twin rudders (#23 & #24) help give *NEW JERSEY* her superb maneuverability. Her original fuel oil capacity of over 7,250 tons, (over 2,175,000 gallons), gave her an endurance range of 15,000 miles when cruising at 15 knots. Her internal piping system can handle up to 125,000 gallons per minute, while the salt water distilling plant can produce 100,000 gallons of fresh water daily. The ship as laid out was designed to be complemented with a crew of 117 Officers and 1,804 Crewmen. During World War II her complement eventually peaked at over 2,700 due to her changing configurations requiring many manpower adjustments.

SHORT HISTORY

Battleship *NEW JERSEY* was originally commissioned on May 23, 1943 at the Philadelphia Navy Yard and served with distinction during World War II. While serving in the Pacific, her flag quarters configuration were altered so that she could accommodate the flag staff of Admiral William F. (Bull) Halsey, Jr., the Commander of Third Fleet, a native of Elizabeth, New Jersey. Admiral Halsey and his staff were on *NEW JERSEY* from August 31, 1944 when she left Pearl Harbor following alterations until January 27, 1945 at Ulithi, when the Third Fleet Flag was transferred. Her combat service earned *NEW JERSEY* the following commendations: (nine battle stars).

1. Asiatic Pacific Raids
2. Hollandia Operations
3. Marianas Operations
4. West Caroline Operations
5. Leyte Operations
6. Luzon Operations (#5)
7. Iwo Jima Operations
8. Okinawa Operations
9. Marshall Island Operations.

She also received the World War II Victory Medal, Navy Occupation Service Medal, and the Philippine Republic Presidential Unit Citation.

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USS NEW JERSEY

Following the war, she served with the Pacific Fleet until she was assigned to the Atlantic Fleet in 1947. She then served with the Atlantic Fleet until decommissioned at the Military Ocean Terminal, Bayonne, New Jersey on June 30, 1948.

She rested at Bayonne until the Korean War called her back to active service when she was commissioned for the second time on November 21, 1950. She served once more with distinction, being awarded the Korean Service Medal with four battle stars: 1. Communist China Spring Offensive 2. United Nations Summer/Fall Offensive 3. Korean Summer/Fall Offensive 4. Third Korean Winter Offensive. She also received the National Defense Service Medal, China Service Medal, and the Korean Presidential Unit Citation, for her Korean War service during the period between May 17, 1951 and July 27, 1953 when the truce was signed. (#6)

When recommissioned for her Korean service, the Seahawk floatplane which had replaced the OS2U Kingfisher aircraft (#4) after World War II were not reassigned to the ship. The floatplanes and their catapults had been replaced by a Sikorsky HO3S-1 helicopter and helicopter pad. The 20 millimeter anti-aircraft guns had also been removed.

NEW JERSEY returned home following her service in Korea and was transferred to the Atlantic Fleet where she served until decommissioned once more on August 21, 1957 and laid up at the Military Ocean Terminal, Bayonne, New Jersey. She remained at Bayonne until the summer of 1962 when she was towed to the Philadelphia Navy Yard as part of a consolidation of the Atlantic Reserve Fleet.

She rested at the Philadelphia Navy Yard until her service was required off the shores of Vietnam. She was commissioned for the third time on April 6, 1968. During her refit and upgrade prior to decommissioning, she gained a 1,600 square foot helicopter pad (#7) equipped with two (2) 1,000 gallon JP-5 fuel tanks, an aircraft "static grounding" system, with "tie-downs" and safety nets. She also received a new ULQ-63 jamming radar and two Mark 48 computers and a target-designation system. Her communications gear was also upgraded with on-line automatic encryption and decryption gear, and receivers and transmitters for infrared, HF, VHF, and UHF bands. During this refit, (#14 & #15) all Flag facilities and all quad 40 millimeter mounts were removed from the ship. When she sailed, her crew complement was down from her World War II listing of over 2,800 Officers and Enlisted Crew to just 70 Officers and a final Enlisted Crew total of 1,556. Also, during work up trials off the Virginia Capes on March 27, 1968 she obtained a top speed of 35.2 knots at a speed of 207 RPM on her shafts. The refit cost to put *NEW JERSEY* back in service was estimated at \$21.5 million dollars.

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USS NEW JERSEY

She arrived off Vietnam on September 29, 1968, performing all that was asked of her during her tour, sailing up and down the coast of South Vietnam providing 16 inch and 5 inch shell fire whenever required. She left the coast of Vietnam in early April, 1969 headed for Long Beach, California. She spent time returning to Japan following an episode where the North Koreans had shot down an unarmed EC-121 over international waters. Arriving at her station on April 22, 1969, she was ordered to return to Long Beach, California. While preparing for her second tour of duty to Vietnam, *NEW JERSEY* was notified that she would again be decommissioned which occurred at Puget Sound Navy Yard, Bremerton, Washington on December 17, 1969. She received the Vietnam Service Medal with three battle stars, 1. Vietnamese Counter-Offensive, Phase V 2. Vietnamese Counter-Offensive Phase VI 3. Tet Counter-Offensive, 1969. She also received the Republic of Vietnam Campaign Medal, and the Navy Unit Citation.

Here she rested until notified that yet a fourth commissioning was at hand. But, prior to this commissioning she was to get a completed upgrade and fitting out that would bring her up to the current fighting status for a ship returning to the fleet after nearly thirteen years in the reserve fleet, and nearly forty years since her first commissioning. Her fuel oil system was converted to burn Navy distillate fuel that the ships of 1982 were using, in place of the black oil fuel she was originally designed to use in 1943. The two aftermost 5 inch / 38 caliber gun mounts on both the starboard and port sides were removed to make room for the addition of the missile batteries. These batteries provided the long range strike capability against both surface and land targets with the BGM-109 series Tomahawk missiles. (#12) Thirty-two missiles are carried in eight Mark 143 ABLs, (Armored Box Launchers), also a Harpoon anti-ship weapons system consisting of four Mark 141 launchers, each equipped with four, a total of sixteen, RGM-84 missiles. For final defense against anti-ship missiles intending harm to *NEW JERSEY*, she was provided with four 20 millimeter Mark 15 Vulcan/Phalanx CIWS (Close In Weapons Systems). (#9) These Vulcan/Phalanx systems provide a full 360 degree incoming target coverage.

She received in addition to the above, new search radar in the form of SPS-10 (small) and SPS-49 (large). A new SLQ-32 ECM system was added, with the Mark 36 super rapid-blooming offboard chaff (SRBOC) replacing the obsolete ULQ-6B system. The stern crane was also removed to avoid interference with her newly equipped Kaman SH-2 Seasprite helicopter. She also received a new tripod foremast, and her after mast was removed. Commissioning was completed December 28, 1982 and *NEW JERSEY* returned to active service. Later she would also receive a complement of Pioneer RPV (Remote Piloted Vehicle). Located in a blast proof hanger just aft of Turret III, the system is used for target acquisition, surveillance, gunfire spotting and damage assessment.

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USS NEW JERSEY

Joining the Pacific Fleet, *NEW JERSEY* had been upgraded and refitted at an estimated cost of \$326 million dollars, making her into one of the most modern ships in the fleet. This was completed for her to serve in Carrier and Battleship Command and Support Groups. (#8) One of the Navy's historic events occurred on New Jersey when on May 10, 1983 off the west coast near San Nicholas Island she became the first surface warship to conduct a successful firing of the land-attack Tomahawk Cruise Missile. (#13) On June 9, 1983 she departed Long Beach Navy Yard on what was scheduled to be a three and a half month deployment to the far east at the Philippines and other locations. As it turned out, she would sail to Pearl Harbor, Subic Bay, Singapore, and to Pattaya Beach, Thailand then on to a position off the coast of Central America near Nicaragua, arriving August 26, to provide naval presence against Soviet and Communist bloc activity in the area. Concluding the exercise she was ordered to proceed to the Mediterranean and the coast off Beirut, Lebanon, where after transiting the Panama Canal on September 12, she arrived on September 25. Her mission was to provide naval presence and protect the marines. This she did and was there when the suicide terrorist attack was staged against the U.S. Marine barracks on October 23, 1983. New Jersey then stayed off the coast of Lebanon until April 2, 1984 providing gun fire support. Upon receiving new orders she began making her way back to the west coast and Long Beach, via port calls in Israel, Egypt, Italy, France, and Spain finally arriving home on May 5, 1984. What was scheduled to be a three and a half month deployment had turned out to be an eleven month deployment and the longest deployment of any navy ship since World War II. New Jersey would continue to give service with the same distinction that she had always given until the sound of budget cuts signaled the end of her active service again. She was decommissioned for the fourth time on February 8, 1991 at Long Beach Naval Shipyard, and subsequently taken to Puget Sound Navy Yard, Bremerton, Washington, arriving 1992 where she is moored as a part of the Pacific Reserve Fleet.

For her service during the period of December 28, 1982 through February 8, 1991, *NEW JERSEY* was awarded the Armed Forces Expeditionary Medal for September 23, 1983 to April 3, 1984 for her duty off Beirut, Lebanon and the Armed Forces Expeditionary Medal, Persian Gulf, December 2, 1989 to December 14, 1989, for her duty in the Persian Gulf Zone.

MILITARY/ENGINEERING

Battleship *NEW JERSEY* (BB-62) is one of the most powerful and distinguished warships ever

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commissioned. (#28) She is one of the four remaining IOWA CLASS battleships of which six were originally authorized, (IOWA, BB-61, NEW JERSEY, BB-62, MISSOURI, BB-63, WISCONSIN, BB-64, ILLINOIS, BB-65 and KENTUCKY, BB-66). All were under construction during World War II, but only the first four were actually completed. The ship's hull, main 16 inch/50 caliber battery, and remaining 5 inch/38 caliber secondary battery are in much the same condition (#16 - #19 & #25 - #27) as originally manufactured, and in excellent condition following her most recent commissioning and service to February 8, 1991. Her other machinery and weapon systems are in excellent condition as being of either refurbishment, remanufacture, or new systems during her last commissioning of December 28, 1982 until her decommissioning on February 8, 1991. Although designed for a service life of 35 years, to date NEW JERSEY has been in active service only 21 years, 6 months of a total of 53 years since her original commissioning date of May 23, 1943. Recently assigned to the Pacific Reserve Fleet, in 1995 she was stricken from the Naval Register, leaving her available for acquisition as a Naval Museum or future scrapping.

To avert the loss of this valuable vessel the USS NEW JERSEY BATTLESHIP SOCIETY was formed in 1975. This was followed by the formation of the USS NEW JERSEY BATTLESHIP COMMISSION in 1979. The Commission petitioned the U. S. Navy to let this unique part of Naval, American, and World History become a fitting memorial, museum and educational device. This non-profit organization pledges to "Perpetuate the memory of her shipmates, both living and those who have given the supreme sacrifice, as well as all Military Personnel who have served in the United States Military Services from the State of New Jersey in the defense of American freedoms." The BATTLESHIP COMMISSION through the approval of the State of New Jersey Legislature established a fund raising foundation to obtain and provide funds to acquire the ship and provide for its care and upkeep.

After considerable planning and discussion the USS NEW JERSEY was permanently berthed in the Delaware River, along the Camden City waterfront in New Jersey. It has been open to the public since 2001.

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USS NEW JERSEY

Statement of Significance

The *USS New Jersey (BB-62)* is the most decorated battleship in United States naval history. Belonging to the IOWA CLASS of fast battleships, *New Jersey* represents the high point in the development of the battleship as a warship type, as well as American engineering and shipbuilding expertise on the eve of World War II. From her Flag Bridge, the largest naval combatant force in the history of naval warfare was commanded during the Battle of Leyte Gulf in October 1944. Over the next forty seven years, until her final decommissioning in 1991, *New Jersey* would go on to steam more miles and fire more shells than any other battleship in history.

The modern battleship can trace its ancestry back to the ironclads with their steam drives, turreted guns, and armored hulls. Those humble beginnings are with the Union's *USS Monitor* and the Confederate's *CSS Virginia (Merrimac)* of the American Civil War and their engagement off Hampton Roads on March 9, 1862.

If we consider these two ships as our beginning then the ironclads that followed, based on the low freeboard turreted gunships like *Monitor*, will fill the period from 1862 to 1901 and include such examples as *USS Amphitrite*, *USS Cheyenne* and *USS Puritan*.

William B. Hunt, Secretary of the Navy from 1881 to 1882, and his successor William E. Chandler initiated and continued work which culminated in the "New Navy" of the late 1800's. Their work resulted in Congress authorizing three steel cruisers, *USS Atlanta*, *USS Boston* and *USS Chicago* and a dispatch boat, *USS Dolphin*, in 1883. Collectively referred to as the "ABCD Fleet," they represented the new "big ship, big gun steel navy."

Chandler's successor, William C. Whitney, who served from 1885 to 1889, brings us to our "Battleship," with Congressional authorization for two heavy armored cruisers. The first, *USS Maine (BB-00)* was 6,682 tons standard displacement with a speed of 17 knots and 4-10"/35 guns. The second, *USS Texas (BB-000/ACR-1)* was 6,315 tons standard displacement and 17 knots. Both had the higher freeboard necessary for oceangoing service which the earlier monitors lacked. (NOTE: The designations BB-00 and BB-000 are arbitrary to maintain differentiation with later battleships of the same name. The "BB" designator was not formally adopted by the Navy until July 17, 1920).

USS Maine was laid down on October 17, 1888, and commissioned on September 17, 1895. *USS Texas* was laid down June 1, 18889 and commissioned on August 15, 1895. Both proved to be the transitional warship types for the United States from cruisers to larger, more heavily armed and armored battleships. Each of the prototypes being

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USS NEW JERSEY

slightly different in order to try various new naval engineering concepts of the time in their designs. American battleships can then be divided into groups for their history: the Prototypes, Pre-Dreadnoughts, Post-Dreadnoughts, and finally the Fast Battleships. Each group is then sub-divided into the subsequent classes which are the single or more ships of the same general design that came about during the evolutionary steps. As technology developed and battle lessons learned they were incorporated into the design, construction, and armaments.

The Prototypes, only two, are as listed previously. The Pre-Dreadnoughts were the next (25) ships, beginning with *USS Indiana* (BB-01), keel laid on May 7, 1891 and commissioned November 20, 1895 at 10,288 tons standard displacement and a largest armament of 4-13"/35 guns and ending with *USS New Hampshire* (BB-25), keel laid on May 1, 1905 and commissioned March 19, 1908 at 16,000 tons standard displacement and a largest armament of 4-12"/45 guns.

The Pre-Dreadnoughts are described as such because they were built with mixed caliber main armament. The main reason for the Pre-Dreadnought designation is that these ships of the American Navy and all other world Navies were built before the British warship of the Royal Navy, *HMS Dreadnought* 17,900 tons standard displacement with main armament of 10-12"/45 guns, was commissioned in 1909 as the first battleship with the main armament of the single caliber design, and the main armament along the center line of the ship. This arrangement was considered superior and believed to render all previous battleships obsolete. It should be noted that the Americans were aware of this advantage and had actually laid the keel during the same time for *USS South Carolina* (BB-26), but *HMS Dreadnought* was commissioned first and therefore became the first ship of the type.

The Post-Dreadnoughts numbered a total of twenty nine ships beginning with *USS South Carolina* (BB-26), keel laid on December 18, 1906 and commissioned March 1, 1910 at 16,000 tons standard displacement with a main armament of 8-12"/45 guns and ending with *USS Massachusetts* (BB-54), keel laid on April 4, 1921, but canceled before completion by the signing of the Washington Naval Conference Treaty on February 8, 1922 at 43,200 tons standard displacement with a projected design main armament of 12-16"/50 guns. Of these twenty nine ships, seven were never completed as a result of American compliance to signing the agreement of the stipulations to the Washington Naval Conference Treaty.

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USS NEW JERSEY

During the period of 1916 - 1917 other battleship designs were also studied, resulting in ship designs of up to 80,000 tons standard displacement and main battery armaments of up to 12-18"/48 caliber. These design studies were completed at the request of Senator Benjamin R. Tillman of South Carolina. Senator Tillman, as the chairman of the Senate Naval Affairs Committee, requested the studies in order to determine "the ultimate limits of battleship growth." The results of the investigation showed "the Panama Canal was the main limit on the ships length at 975 feet and beam 108 feet; and harbor depths limited their draft to 34 feet (about 32'9" in normal condition). Designs considered in developing these conclusions were 70,000, 80,000, and 63,000 ton standard displacements. None of these designs were ever requested by the Department of the Navy for construction or submitted for Congressional approval.

Fast battleships were divided into two classes, *North Carolina* (BB-55 through BB-60) and *Iowa* (BB-61 through BB-66). These two classes included a total of twelve ships beginning with *USS North Carolina* (BB-55), keel laid on October 27, 1937 and commissioned April 9, 1941 at 36,600 tons standard displacement with a main armament of 9-16"/45 guns and ending with *USS Kentucky* (BB-66), keel laid on December 6, 1944 at 45,000 tons standard displacement with a main armament of 9-16"/50 guns. *USS Illinois* (BB-65) and *USS Kentucky* (BB-66) were never completed.

Battleships were named after the States, continuing the tradition that was established by the Navy in 1817 of reserving the State titles for "battleships/ships of the line." During the period of construction history of the battleships, at least one ship was named for each state of the union, some states were named several times, except for Alaska and Hawaii which were not yet in the statehood. When a new battleship was named for a current ship, the older ship was either reclassified, renamed or decommissioned and scrapped.

A final battleship was to be built as the ultimate in battleship development, but was not to be as fast as the fast battleships, and included a projected five (5) ships beginning with *USS Montana* (BB-67) and ending with *USS Louisiana* (BB-71) and originally to have been constructed from 1941 to 1947 at 60,500 tons standard displacement with a main armament of 12-16"/50 guns.

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USS NEW JERSEY

Significant Individuals aboard *USS NEW JERSEY*

February 9, 1944, Vice Admiral Raymond Spruance and his staff of the Pacific Fifth Fleet came aboard as the first flag officer to command from *New Jersey*.

May 14, 1944, Vice Admiral Willis Lee, Commander battleships Pacific, and his staff came on board.

August 9, 1944, *New Jersey* reported to Pearl Harbor, Hawaii for modification of her flag bridge to accommodate Admiral William F. Halsey, Jr., Commander Pacific Third Fleet, and his staff. Admiral Halsey was a native of the state of New Jersey. The ship left Pearl Harbor late in the month of August.

December 24, 1944, a significant event with five star Fleet Admiral Chester Nimitz aboard *New Jersey* at Ulithi for a conference with Admiral Halsey. When Admiral Nimitz was aboard *New Jersey*, the five star flag was flown aloft, the first such occasion in a Pacific fleet warship.

July 2, 1947, King Haakon VII of Norway visited the ship when she visited Oslo, Norway, the first time large ships had visited Norway since the end of WWII.

May 13, 1951, Pacific Seventh Fleet Commander, Vice Admiral Harold M. Martin and his staff came aboard *New Jersey*.

November 8, 1952, Rear Admiral Clark Green and his staff relieved Admiral Thurber and his staff as Commander Battleship Division Two.

April 6, 1953, Vice Admiral Joseph J. "Jocko" Clark, Commander Pacific Seventh Fleet, with his flag and staff were aboard *New Jersey* to continue the fleet's direction in the effort against Korea.

April, 1953, *New Jersey* was briefly at the South Korean port of Pusan while the ship hosted a visit by President and Mrs. Syngman Rhee.

January 30, 1954, Rear Admiral George R. Cooper and his staff relieved Rear Admiral Clark L. Green as Commander Battleship Division Two aboard the *New Jersey*.

December 22, 1968, comedian Bob Hope and his Christmas show was presented on board *New Jersey*.

December 28, 1982, President Ronald Reagan gave the commission address as the *New Jersey* was commissioned for the fourth time. One of President Reagan's statements in describing *New Jersey* was "She's gray, she's had her face lifted, but she's still in the prime of life - the gallant lady *New Jersey*."

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USS NEW JERSEY

December 24, 1983, comedian Bob Hope was again on board *New Jersey* to present his annual Christmas show to the troops. With him were Brook Shields, Kathy Lee Crosby, Ann Jillian, Julie Hayak (Miss USA), singer Vic Damone, and comedian George Kirby.

New Jersey, during her periods of active service life from May 23, 1943 through February 8, 1991, was commanded by a distinguished list of naval officers and visited by many celebrities.

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National Park Service

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Section number 9 Page 1

USS NEW JERSEY

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This summary paper was prepared from information held by the BATTLESHIP NEW JERSEY HISTORICAL SOCIETY, the Naval Historical Center, Ships Histories, Washington, D. C., and the following published sources. By listing them here, it is hoped that the appropriate literary credit is given to all those who worked hard to get their works published.

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Section number Photos Page 1

USS New Jersey
Camden City
Camden County
New Jersey

Primary Photo Documentation

PHOTO #1: View of Battleship New Jersey, BB-62, Starboard Side, Amidships, down pier. Note pier "sentinels," documenting each of the Battleship's 19 Battle and Campaign Stars

PHOTO #2: View of Battleship New Jersey, BB-62, Starboard Side, taken outside of white gate access to pier, overall view from amidships aft to stern. Note mooring lines at stern.

PHOTO #3: View of Battleship New Jersey, BB-62, Starboard Side, Bow, from public waterfront walkway. Note brick walkway and bow mooring lines.

PHOTO #4: Battleship New Jersey, BB-62, Starboard Side, depicting overall view of ship from the City of Camden's Public Marina. Left hand side building is Tweeter Performing Arts Center.

PHOTO #5: Starboard Side view of Battleship New Jersey, BB-62, depicting southern end of pier, South Access Tower on pier, and remarkable overall state of restoration and preservation of the Battleship. Note Harpoon missile canisters abreast 2nd funnel, Mark 13 radar on top of each main battery rangefinder, ship's boats and CIWS anti-missile guns.

PHOTO #6: View taken from Starboard Side, Captain's Deck (01 Level abreast Turret #2) showing access pier, memorial battle star sentinels, temporary shore side visitor center, and Tweeter Performing Arts Center in background (hill). Note white gate pier access point, and former New York Shipbuilding Yard to right.

PHOTO #7: View looking south down public waterfront towards temporary visitor center on left, Battleship New Jersey (BB-62) and pier on right. Note former New York Shipbuilding and present South Jersey port Corporation crane in background.

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PHOTO #8: Overall view of Battleship New Jersey, BB-62, taken from public waterfront promenade looking southwest. Note pier, North and South Towers.

PHOTO #9: Overall view taken from Mickle Blvd Circle, City of Camden, N.J., looking southwest. Note Tweeter Performing Arts Center to left, Battleship New Jersey (BB-62) to right, and private access road in center leading to both. On far right (outside photo) is main entrance for City of Camden's circular public marina.

PHOTO #10: View of Camden Waterfront, taken from in front of the Tweeter Performing Arts Center. View shows Battleship New Jersey (BB-62) as she appears to visitors walking up to the Delaware River waterfront promenade.

To the Left (outside picture) is the main entrance for the Tweeter center, to the right (outside picture) the entrance to the City of Camden's circular boat marina. The public access waterfront promenade is directly ahead- chief walking access point to the Battleship.

All Photos Taken: George LaPresti
Battleship New Jersey Museum and Memorial
62 Battleship Place
Camden, New Jersey 08103

All Photos dated: 3/25/2004

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Section number Supplemental Page 4

USS NEW JERSEY

Historical Photo Credits

Photographs identified below follow this identification format:

Photographer Name
Date taken
Holder of available negatives

Itemized number corresponds to slide identification number.

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Continuation Sheet

Section number Supplemental Page 5

USS NEW JERSEY

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United States Department of the Interior
National Park Service

USS New Jersey
Camden County, New Jersey

National Register of Historic Places Continuation Sheet

Geographical data - boundary

Section number 10 Page 1

The boundary of the USS New Jersey nomination coincides with the dimensions of the ship itself. There is no land parcel included.

The USS New Jersey is permanently berthed in New Jersey on the Delaware River, at the end of Clinton Street along the Camden City waterfront. It is adjacent to and west of the Tweeter Performing Arts Center.

See continuation sheet

**United States Department of the Interior
National Park Service**

**USS New Jersey
Camden County, New Jersey**

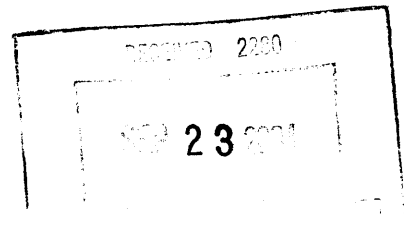
National Register of Historic Places Continuation Sheet

Geographical data - boundary

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National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 04000980

Date Listed: 9/17/2004

Property Name: USS New Jersey (BB-62)

Multiple Name:

County: Camden

State: NJ

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrews
Signature of the Keeper

8/26/2008
Date of Action

=====
Amended Items in Nomination: This SLR is issued to add additional information to the National Register registration form for the USS New Jersey.

Correction to text, Section 8, Page 3

Paragraph two should be corrected to read:

As built, U.S. Navy fast battleships encompassed three classes--North Carolina (BB-55 and BB-56), South Dakota (BB-57 through BB-60), and Iowa (BB-61 through BB-66). As a whole, these three classes included a total of twelve ships beginning with the *USS North Carolina* (BB-55), keel laid on October 27, 1937 and commissioned on April 9, 1941, at 36,000 tons standard displacement with a main armament of 9-16"/45 guns, and ended with *USS Kentucky* (BB-66), keel laid on December 6, 1944, at 45,000 tons standard displacement with a main armament of 9-16"/50 guns. The final two Iowa class ships--*USS Illinois* (BB-65) and *USS Kentucky* (BB-66)--were laid down but never completed.

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National Park Service

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Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 04000980

Date Listed: 9/17/2004

Property Name: USS New Jersey (BB-62)

Multiple Name:

County: Camden

State: NJ

_____ p.2

Correction to text, Section 8, Page 3

Paragraph four should be corrected to read:

Though never laid down, the final and most ambitious U.S. Navy fast battleship design was that of the Montana class. While the projected maximum speed of the class (28 knots) was comparable to that of the "slower" North Carolina and South Dakota classes, rather than that of the immediately preceding Iowa-class ships (33 knots), at 60,000 tons standard displacement, the Montana design represented a 25 % increase in displacement over that of the Iowas, and a 45% increase over the earlier North Carolina and South Dakota classes. Five Montana-class ships were originally planned for construction between 1941 and 1947, beginning with the *USS Montana* (BB-67), and ending with the *USS Louisiana* (BB-71).

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

**CAMDEN, CAMDEN CITY
USS NEW JERSEY**



USS New Jersey (BB-62)

1:7,800

