



(Aeme Telephoto)

VALIANT OLD BATTLESHIP STARTING OUT ON HER LAST JOURNEY

The battleship New York, one of the Navy's oldest, being towed from her pier in the New York harbor by tugs yesterday for the start of her last voyage to the

Marshall Islands, where she will be part of a vast fleet on which the effects of the atomic bomb will be tested. Three experiments are planned with the doomed ships.

OLD BATTLESHIP NEW YORK

(By Comdr. Louis J. Gulliver, U. S. N., Retired)

The news that the old battleship New York was one of six "passe" battlewagons that fired 8,000 tons of steel shells at Jap fortifications on Iwo Jima Island to clear the path for Marines, invasion bound, puts her in comparable combat class with her sister, the Texas, that surprised the naval world in north African and Normandy bombardments prior to D-Day while the equally good New York chafed at doing odd jobs along the Atlantic coast. By virtue of having got into the Iwo scrap the New York has resumed her ancient high estate as the battleship whose decks have felt the tread of more kings and queens and high-ranking admirals than any ship in the U. S. Navy. The Duke of Windsor, when he was His Royal Highness, the Prince of Wales, visited on board the New York at Scapa in the North Sea and made merry with our Rear Admiral Hugh Rodman, commanding U. S. Battle Squadron 6 of the Grand Fleet.

Shooting her guns for keeps at the Japs on Iwo and exposing herself to all forms of modern missiles is a new business to the New York. At the age of 31, she has waited for the chance to slug it out down through the years, but in the last war fate ruled: "No enemy combat."

Nevertheless, it has been for the New York to have earned the credit for schooling more present-day admirals and commodores than any ship in the fleet. Thirty-three flag officers of the Navy learned their trade on board the New York. Some of them may well have seen her at Iwo—alumni such as Admirals Jesse Oldendorf, Richard L. Conolly, Wm. D. Sample, Arthur D. Struble, Howard Kingman, Dan Barbey and Russell Berkey, most of whom have been mentioned in Pacific dispatches. Admiral Dan Barbey, amphibious vice admiral, served as first lieutenant on the New York in 1936 and as her captain in 1940.

The New York was the toast of the British Grand Fleet continuously from the time our first battleships arrived (December 1, 1917) until all hands sailed for home on December 1, 1918. She was the only U. S. flagship in the British Fleet. Hugh Rodman, a former captain of the New York, employed her for his flagship. The New York's war captain was the late Admiral Charles (Handlebars) Hughes, beloved and seamanlike.

The opposite number of the New York was H. M. battleship Queen Elizabeth, flying the flag of Admiral Sir David Beatty. Right away, came British admirals to the New York and our own Vice Admiral Sims. So very welcome was the New York that a committee from the House of Commons came on board only 12 days after her arrival in English waters. Two days before Christmas came Admiral Beatty to inspect and on Christmas Day came 100 Scottish orphans and dinner guests of the "New Yorkers."

Even if the New York escaped battle scars in the last war, she took her chances with German submarines on Norway convoy runs and was more than once exposed to Zeppelin attacks.

The parade of European royalty to the New York began in May, 1918, when the Duke and Duchess of Athol visited on board. The next month, Admiral Sims made a second inspection, and after him Bishop Brent, senior chaplain of General Pershing's armies, came on board, the bearer of a special message for all ships in the Grand Fleet.

Strange as it sounds at the present, the official records show that on November 3, 1918, the Crown Prince Hirohito of Japan and staff came on board the New York and 17 days later came King George V accompanied by the Prince of Wales. This was the second visit for the King, his first being on July 2 a few days after the King and Queen of the Belgians. (Note: The King was killed some years later in an automobile accident.)

On August 29 came officially the assistant secretary of the Navy, Franklin D. Roosevelt.

The New York in the North Sea in the last war had two senior officers much beloved—Capt. Charles F. Hughes, who "was seen off by all hands on deck when he left the ship" on October 2, and Comdr. (now rear admiral) Clark H. Woodward, who was relieved as executive by the present Rear Admiral Gilbert Rowcliff, serving his second "hitch" on board.

The very first year of her commissioning, the New York's roster listed these junior officers who later became famed sea fighters in World War I: Vice Admiral F. Jack Fletcher and Aubrey (Jake) Fitch. Their shipmates included Rear Admiral W. R. Furlong, Pearl Harbor commandant in 1942; Vice Admiral E. S. Land, War Shipping Administrator; Vice Admiral Russell Willson, associated with the Joint Chiefs of Staff; Vice Admiral Henry Newton, commander Naval Forces South Pacific; Rear Admiral C. A. Jones, Navy engineer; Admiral Jonas Ingram; Rear Admiral R. A. Theobald; and Commo. Thomas Van Metre; and the next year came Rear Admiral (now) Howard F. Kingman.

After the war came Capt. (now admiral) Wm. V. Pratt, in command, and his Gunnery Officer was Lieut. Comdr. J. R. Beardall, now rear admiral and superintendent of the Naval Academy. A junior officer then was Russell S. Berkey, a 1943-45 rear admiral. Thereafter came Comdr. (now rear admiral) Frank H. Sadler; Lieut. Comdrs. J. B. Earles, F. W.

Anderson and Louis Snyder, Dental Corps, all of whom are now captains.

In 1924 Amphibious Rear Admiral Richard L. Conolly, then a junior officer, served in the New York, as did the present Commo. A. H. Gray. In 1928, Capt. Charles J. Moore, Otto Nimitz, W. C. Ansell, Dick Hartung (now commanding a new cruiser), W. V. R. Vieweg, and Chaplain (commander) E. H. Groth. In 1930, the present Commo. John H. Magruder, Capt. Pal Meadows (deceased), and Rear Admiral W. D. Sample.

In 1932, Capt. Billy Amsden, now commanding the WAVES at Hunter College; Jesse Oldendorf, victor over the Japs at Suriago Straits; Arthur Struble, amphibious admiral, and Rear Admiral J. D. Boyle of the Supply Corps.

In 1934, Capt. Husband E. Kimmel took command of the New York, and included among his officers were the present rear admirals W. A. Kitts III and Walter S. DeLany. In 1939 the present Rear Admiral Robert S. Griffen was captain of the New York, followed by Capt. (now rear admiral) Dan Barbey.

In 1940 the New York was flag for Rear Admiral David LeBreton, Patrol Force. On board then were the present Comdr. W. S. Baumgardner and Lt. (jg) Ralph C. Parker, jr., M. C.

Other officers who have had recent duty in the New York are Capt. J. G. Ware (1938) and Comdr. Stanley Norton, same year. Capt. Oliver L. Downes was executive of the New York in 1939. One of the watch officers was the then Lieut. Wm. F. Royall.

The New York was chosen for the honor of representing the U. S. Navy at the coronation of King George VI in May, 1937. She flew the flag of Admiral Hugh Rodman, special naval representative.

USS New York at King's Coronation

Admiral Hugh Rodman, USN, retired, residing at Washington, has been selected as one of the official representatives of the United States at the Coronation at London of King George VI on May 12, 1937. It was a fortunate choice as the Admiral was a great favorite in London during the World War and knew the present King when he was Duke of York. The USS New York, Rodman's flagship in the World War, will be the lucky vessel to participate in the great naval review that is to take place in English Waters eight days after the coronation. Under command of Captain L. F. Welsh, USN, she will proceed to British Waters early in May.

Battleship New York To Be Target Today For New 'Bat' Bomb

By the Associated Press

PEARL HARBOR, July 7.—The tough old veteran of the United States Fleet, the battleship New York, turns her armor-plated hide today to the Navy's weird new "bat bomb"—the first weapon to be used in her sinking.

The 30,000-ton warship, which emerged unscathed from two wars and survived two atomic blasts at Bikini, has been towed to a point 50 miles south of here to test the strength of Task Force 38.

Rear Admiral Marshall R. Greer, task force commander, said the radar-guided "bats" were used against the Japanese late in the war, but—by that time—Nippon had no major ships left for targets. He said this evening's assault will be the first use of the "bats" against a ship of the New York's size.

300 Planes to Blast Ship.

"Bat" attacks also will be launched tomorrow morning. They will be followed by air, surface and underwater arms tests until the 34-year-old vessel is sunk. The New York is still radioactive from the Bikini tests.

The Navy said the "bat" bombs are the first fully automatic guided missiles used in combat. They are regulation 1,000-pound bombs, rigged with glider-like wings and tail. They have a radar directional mechanism which can be fixed on the target by the plane launching the "bat." Radar apparatus then guides the "bat" into the target regardless of evasive action of the target ship.

Some 300 carrier and land-based bombers, dive bombers and torpedo planes will work the New York over with weapons ranging from high-velocity rockets to 2,000-pound bombs. But the experts say it will take submarine torpedoes to sink the battleship.

Famed for Yule Parties.

"She will take an awful whipping," said Chief Storekeeper Daniel Connor of Pawtucket, R. I., who served on the New York when she was commissioned in 1914.

Connor is aboard the carrier Boxer, flagship of the task force, to witness the end of "Old Christmas Ship"—a name acquired because of Yuletide parties given for orphans beginning in 1915 when she was in the Brooklyn Navy Yard.

Vice Admiral J. L. McCrea, deputy commander of the Pacific Fleet, said the New York's best Christmas party was at Rosyth in the Firth of Forth in 1917. The guests then were children whose British fathers were killed in World War I.

Small Bombs and Shells Sink Battleship New York in 8 Hours

By the Associated Press

ABOARD UNITED STATES CARRIER BOXER, July 8.—The once tough old battleship New York—survivor of two wars and two atomic bomb tests—sank yesterday with just a "slight push" from small bombs and shells.

Navy task force officers expressed regret that she didn't survive an experimental attack long enough for them to test their weird "bat" bombs.

But a 52-year-old chief storekeeper who had boasted the New York still could take a terrific beating sadly remarked:

"She was a tired old lady. What was the point in taking more of a beating?"

He is Daniel Connor of Pawtucket, R. I., who served on her when she was commissioned 34 years ago.

Marine Pilot Killed.

The exercises, 40 miles southwest of Pearl Harbor, cost the life of Marine Lt. John Delle Petterborg of Preston, Idaho, a Marine fighter pilot. He spun into the sea off the Boxer's stern nearly two hours after the sinking.

The 30,000-ton one-time grand dame of the United States Fleet went down at 2:30 p.m. after eight hours of air attack and light shelling.

Rear Admiral Marshall R. Greer, task force commander, explained:

"When you get somebody off balance, you don't have to push very hard."

The experts had figured it would

take torpedoes to finish the radioactive old battlewagon today.

Admiral Greer said the New York was damaged materially by the atomic bomb tests two years ago. He added she probably had taken on quite a bit of water while at anchor at Pearl Harbor.

Hit First With 100-Pounders.

The exercises began with Oahu-based Navy and Marine planes plastering the New York with 100-pound bombs, followed by light fire from surface vessels. Then planes from the carriers Boxer and Princeton hit her with 500-pound bombs and the carriers whammed her with 5-inch shells.

The rusty ship, dead in the water, rolled over on her port side. Her bottom awash, she wallowed like a giant whale. The Navy's composite night attack group of planes, based on Barber's Point, Oahu, applied the coup de grace with at least six solid bomb hits on her keel.

Her stern rose about 30 degrees and she slid beneath the waves, bow first. The water at that point is 15,000 feet deep.

Commissioned in 1914.

It was a sad end for the ship that threw 5,000,000 pounds of shells against the Japanese at Okinawa in a 76-day sustained attack. That wore out all of her guns.

The New York was built in the Brooklyn Navy Yard and commissioned in 1914.

Another battleship, the Nevada—target ship of the Bikini test fleet—will provide the Navy another opportunity to test the "bat" bomb. She is slated to be sunk later this month.

USS NEW YORK AT IWO JIMA

The Navy Department on March 24 released the following from "aboard the USS New York somewhere in the Pacific":

"Cheers from the crew fighting topside on this mighty battleship mingled with the detonations of her heavy guns during the softening-up bombardment of Iwo Jima Island—when a direct hit on a large enemy ammunition dump caused an unusual colored display of pyrotechnics.

"This was the first visible evidence, after three days of ceaseless pounding, that harm was being done to the enemy.

"This 'Fourth of July' display, which was followed by a massive cloud of black smoke revived the spirits of fatigued officers and men.

"Besides the USS New York, other veteran battleships which helped prepare the island for invasion included the USS Texas, USS Nevada, USS Arkansas, USS Idaho, and US Tennessee.

"Key members of the USS New York operating under Capt. K. G. Christian, U. S. N., whose wife, Drusilla, lives at 1716 Milan St., New Orleans, La., were Comdr. A. L. Hamlin, U. S. N., whose home is at 3353 East 182d St., Seattle, Wash., executive officer; Comdr. C. E. Thurston, jr., U. S. N., whose wife, Elizabeth, lives at 1 Court St., Portsmouth, Va., gunnery officer, and Lieut. Comdr. R. J. Connell, U. S. N., whose wife, Juanita, live at 28 Dinwiddie St., Portsmouth, Va., navigator.

"On the heels of the first two days of bombardment, the USS New York moved close to the volcanic island, shortening the range to nearly point-blank.

"From this range, Japanese troops could on occasion be observed scurrying from one underground cave to another, seeking to avoid gunfire which was routing them from their shelters.

"Automatic weapon fire that raked the beach with deadly accuracy discouraged these tactics.

"Throughout the action the ship received wound personnel from LCI's working in close to the be-

CHRISTENING BATTLESHIP NEW YORK

(By Comdr. Louis J. Gulliver, U. S. N., Ret.)

The grand old battlewagon New York out there off Two Jima with younger ships is possessed of a distinction that can be claimed of no other warship in the American Navy. She was christened by a man—not according to prearranged plan, but because an extremely alert young naval officer "took over" from the designated lady sponsor of the ship when it appeared certain to onlookers that the celebrated man of war was about to take to the East River both nameless and unchristened.

Capt. Ralph T. Hanson, U. S. N., is the only man in or out of the Navy who has ever christened a U. S. warship. He was a young junior lieutenant at the time he went to the bat for Miss Elsie Calder, daughter of the late U. S. Senator Wm. Calder, of New York. The affair was particularly disappointing to the fair sponsor—the silver mesh that inclosed the champagne bottle which is prized as a souvenir of launchings was lost overboard.

The episode had all the elements of naval drama and a young and good-looking naval officer on the job to save the day for a lady. Miss Calder would doubtless have smashed the champagne bottle and named the ship "New York" had it not been for the fact of too heavy a silver mesh on the bottle. She had been well rehearsed, using a "prop" the previous day (an old milk bottle) under the guidance of the late Naval Constructor Gard Knox, U. S. N.

Capt. Ralph Hanson tells the story of "standing in the eyes of the New York on the forecastle, having completed my duty of inspecting double bottoms to make sure all were closed. I could see and hear all that took place on the christening platform. The New York started down the ways, gathering sternway for the East River. The champagne bottle was swung by the sponsor—there was no crash and no words of christening."

The Navy practice then at ship launchings was to suspend the champagne bottle on a lanyard, one end of which is secured to the forecastle at the eyes of the ship. States Ralph Hanson: "Fortunately, seeing the impending naval catastrophe, I hauled the bottle up, hand over hand, and giving voice to the mystic words of 'I christen thee,' I smashed the bottle mightily on the New York's bow.

"I can understand Miss Calder's impatience when it became known to her that the silver mesh had gone overboard—due, she perhaps thought, to the exuberant zeal of youth to smash the bottle to bits. I, too, was sorely disappointed, but felt good at knowing that the New York, on which I had worked to build, had been christened and named in the traditional Navy fashion of that day and time."

With further reference to the story of the New York in the Register of March 3, it is to be recorded here that another World War I "New Yorker" is now a rear admiral—John Livingston McCrea, who has been at sea in command of a combat force and former commanding officer of one of our newest post-Pearl Harbor battleships.

The New York navy yard in Brooklyn has built and launched the following battleships: Arizona, destroyed at Pearl Harbor; the Tennessee, that shot Japs in the Pacific; the Florida, the New Mexico, the Connecticut, and the armored cruiser Maine, destroyed in Havana Harbor February, 1898. This yard also built the famed ship of the line Ohio, 1817-1820, that was not commissioned until 1837.

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