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.
OCTOBER 2, 1922

The news that the old battleship New York was one of six "passing" battlewagons that fired 8,000 tons of steel shells at Jap fortifications on Iwo Jima Island to clear the path for Marines, invasion bound, pulsed her immortal name into the classics of victory history in 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 this 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 had to carve the closet clasp with which she was crowned down the years, but in the last war fate ruled: "No enemy combat!"

Nevertheless, it has been for the New York to have earned present-day distinction as the advocate of present-day admirals and commodores rather 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 been her junior—alumni such as Admirals Jesse Oldendorf, Richard L. Conolly, Wm. D. Sample, Arthur D. Struble, Howard Kingman, Dan Barbeay and Russell Berkey, most of whom have been mentioned in Pacific dispatches. Admiral Dan Barbeay, amphibious admiral, seems, 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 bands 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 the flagship. New York's war captain was the late Admiral Charles H. Radleibs (Huldsleibs) Hughes, beloved and scampilike.

The opposite number of the New York was H. M. battleship Queen Elizabeth, flying the flag of Admiral Sir David Beatty. Beatty's day, came British admiral, to the New York and our own Vice Admiral Sims. So welcome was the New York that a committee from the House of Commons came on board only 12 days after her morning. Two days before Christmas came Admiral Beatty to inspect and on Christmas day came 100 Scottish orphans as dinner guests of the "New Yorkers."

Even when 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 WAVES at British royal, 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 Veterans, 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 a second visit for the King, his first being on July 2 a few years a few months and Queen of the Belgians. (Note: The King was killed in a motorcycle 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 officer 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 great naval flag officers: Capt. Victor C. Blackwood, Vice Admiral F. Jack Fletcher and Aubrey (Jake) Fitch. Their shipmates included Rear Admiral W. R. Furlong, Pearl Harbor commander in 1942; Vice Admiral K. S. Land, War Shipping Administration; Rear Admiral Thomas V. Mount, 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 Commodore Thomas Van Meter. 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. Beardsall, 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. Comds. J. B. Earles, F. W. Benson and Louis Snyder, Dental Corps, all of whom are now captains.


In 1932, Capt. Billy Armore, now commanding the U. S. Naval Training Camp at Hunter College; Jesse Oldendorf, voyager on the Japs at Sutro Straits; Arthur Struble, amphibious admiral, and Rear Admiral J. D. Boyle of the Supply Corps.

In 1934, Capt. (now rear admiral) 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 (now rear admiral) Dan Barbeay, chief of the New York followed by Capt. (now rear admiral) Dan Barbeay. In 1949 the New York was flag for Rear Admiral David LeBreton, Patrol Force. On board then the present Comdr. W. W. Baumgardner and Lt. (jg) Trickey. Mr. C.

Other officers who have had recent duty in the New York are Capt. J. G. Ware (1938) and Capt. (now rear admiral) Stanley Norton, same year. Capt. (now rear admiral) Downs New York in 1938. 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 commissioning 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 heavy vessel to participate in the great naval pageant. The King and Queen take place in English Waters eight days after the coronation. Under command of Capt. F. W. Welsh, USN, will proceed to British Waters early.
**Small Bombs and Shells Sink Battleship New York in 8 Hours**

By the Associated Press

**ABANDON UNITED STATES CARRIERS 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 terrible beating, gasping sadly recently.

“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 southeast of Pearl Harbor, cost the life of Marine Lt. John DeHille Pettey of Preston, Idaho, a Marine fighter pilot. He spun into the sea off the Boxer’s bow nearly two hours after the sinking.

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

**Rear Admiral Marshall R. Green, 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 battleship today.

Admiral Green 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 Oakville-based Navy and Marine planes plastering the New York with 100-pound bombs, followed by light fire from surface vessels. Then enemy planes from the carriers Boxer and Princeton hit her with 500-pound bombs and the carriers whammed her with six-inch shells.

The rusty ship, dead in the water, rolled over on her port side. Her bottom was washed, she weighed 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 about 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 13,000 feet deep.

**Commissioned in 1914.**

It was a sad day for the ship that threw 5,000,000 pounds of shells against the Japanese at Okinawa in World War II. She earned that right.

**That war 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—will provide the Navy summer’s top opportunity to test the “bat” bomb. She is slated to be sunk later this month.

**USS NEW YORK AT TWO 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 colorful 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.


“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 surging 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 warm personnel from LCT’s working close to the beach.”
CHRISTENING BATTLESHIP NEW YORK
(By Comdr. Louis J. Gulliver, U. S. N., Ret.)

The grand old battlewagon New York out there off
two Jims with younger ships is possessed of a dis-
tinction 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 ap-
peared 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, daugh-
ter 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 doubt-
less 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 ex-
uberant zeal of youth to smash the bottle to bits.
I, too, was sorely disappointed, but felt good at know-
ing that the New York, on which I had worked to
build, had been christened and named in the tradi-
tional 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, destroy-
ed at Pearl Harbor; the Tennessee, that shot Japs in
the Pacific; the Florida, the New Mexico, the Connec-
ticut, and the armored cruiser Maine, destroyed in
Havana Harbor February, 1898. This yard also
built the famed ship of the line Ohio, 1817-1830, that
was not commissioned until 1837.