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What's Happening on the Showboat?

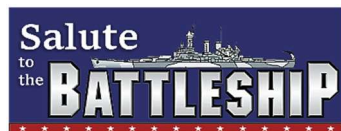
Friends Annual Meeting –

The Friends of the Battleship North Carolina Annual Meeting will be held on **Saturday, September 17**. Michael Zalob, Chair of the Friends Board of Directors, will preside over the meeting and provide members an overview of Friends' activities and achievements of the past year as well as take a look at plans for the coming year. The election of new board members is also on the agenda for the meeting.



Any current member of the Friends is eligible to attend the meeting which will be held in the Wardroom of the Battleship at 10 a.m.

Friends on the Fantail – Several Friends fundraising efforts are in the final stages of planning for the upcoming months.



First, the Friends will host a **"Salute to the Battleship"**, October 14 on the fantail of the Showboat. The event will

begin at 6 p.m. and feature heavy hors d'oeuvres, beverages, and live music from the Brunswick Band.

Tickets for **"Salute to the Battleship"** will be available through the Friends website in early September and will

cost \$60 per person for Friends members and \$75 for non-members.

Plan now to join the Friends on the Fantail for this first-of-a-kind fundraising event to benefit our efforts to *"Help Preserve the Legacy"* as we salute the most highly decorated U.S. Battleship of World War II.

The second project being planned provides a unique opportunity for friends and family to honor veterans and active duty service members during the holiday season through the Friends' **"Wreaths of Honor"** program.

For \$30 individuals will be able to purchase a holiday wreath that will be placed for display on the lifelines of Battleship North Carolina through the holiday season.

The 20-inch evergreen wreaths will be decorated with a ribbon and a card with the name of the individual being honored, along with the branch of the armed forces in which they served. Those purchasing wreaths will receive a photograph of the wreath(s) via email after it has been placed on the lifelines.

Wreaths will be put into place on December 7 and will remain on the lifelines until January 7.

Orders for the **"Wreaths of Honor"** will be taken beginning in early October through the Friends website. Watch for additional details in next month's *Scuttlebutt*.

CBDR*

Upcoming events on *The Showboat*

6 for 60 Tours

September 3
October 1

Friends of the Battleship Annual Meeting

September 17
10 a.m. Wardroom

Battleship 101

October 8

Salute to the Battleship

October 14
6 p.m. Fantail

Hidden Battleship

November 12
40 participant limit



*Constant Bearing, Decreasing Range

Fall Battleship Course – The Fall session of the Battleship Ambassador and Tour Guide Training Course has been tentatively set to begin on October 15. Led by retired Navy Rear Admiral Ron Henderson, the training will take place over six consecutive Saturdays in the Admiral's Cabin on the Battleship.

The course, part of The Captain Ben Blee Memorial Volunteer Training Program, is the first step for those interested in becoming Ambassador/Docents and Tour Guides. It is also ideal for those who just want to learn more about the Showboat, her systems, history, and the men who served aboard her.

If you are interested in attending the Fall session, please send an email to scuttlebutt1@battleshipncfriends.com. Note: Your email only indicates interest and does not commit you to participate.

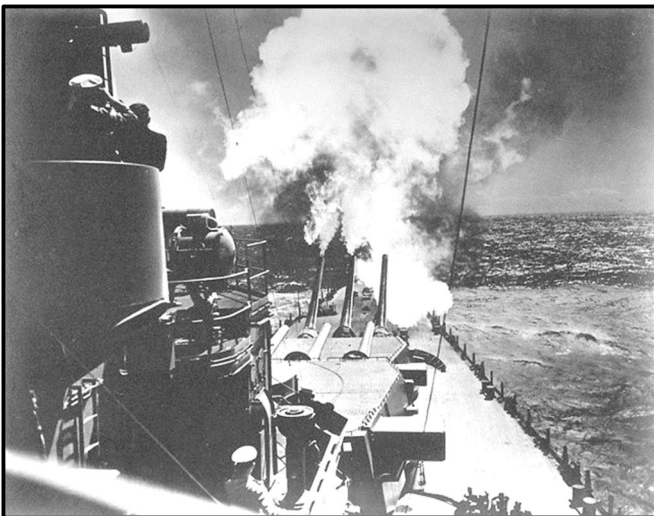
Flag Retirement Box – Finding a way to properly dispose of a used or tattered American flag has been a challenge for many a patriot. A local Boy Scout is determined to make that process easier.

Gavin Coxe, of Wilmington's Boy Scout Troop 212, has hand-crafted a Flag Retirement Drop Box where worn flags can be collected so they can be properly and honorably retired. Coxe constructed the box as part of his Eagle Scout project.

The drop box is located in the lobby of the Visitors Center at Battleship *North Carolina*. Any member of the community who has an American flag needing to be retired can deposit their flag in the drop box during the Battleship's regular open hours of 8 a.m. to 5 p.m. seven days a week.



This Month in Showboat History



August 1941 - USS *North Carolina* fires a salvo from its forward 16-inch battery during gunnery tests.

Testing...Testing – USS *North Carolina* got underway from New York on **August 22, 1941**, to conduct her 3rd builders trial run and tests.

During the underway portion of the testing, the ship was put through her paces including a speed trial which saw *North Carolina* operate at full power and reach a speed of 28 knots. Also tested during the speed trial was the rudder system.

On August 26 several members of the news media were part of a group of observers who embarked *North Carolina*, including New York Daily Mirror reporter Walter Winchell. Over the next two days, the crew of America's newest battleship provided the media a glimpse of the ship's tremendous firepower as she tested the 16-inch guns of her main battery.

A full broadside salvo from *North Carolina's* main and secondary batteries (all 19 barrels) was fired for the first time on August 29.

It's Showtime! – Tasked with the protection of the aircraft carriers *Enterprise* (CV 6) and *Saratoga* (CV 3) as they provided air support for operations at Guadalcanal, the Showboat crew got their first taste of combat operations on **August 24, 1942**, when the carriers and their escorts steamed north to meet an advancing Japanese naval task force.

The order to “stand by to repel enemy attack” was received from Rear Admiral Thomas Kinkaid, embarked in *Enterprise*, at 1701. Over the next 25 minutes, an estimated 80 Japanese aircraft focused their attack on *Enterprise* and after thinking they had taken the carrier out of the fight with three bomb hits, took aim at *North Carolina*.

Throughout the Japanese attack, the Showboat filled the air with such a barrage of steel and smoke that it caused Kinkaid to ask *North Carolina*, “Are you on fire?”



By the end of the air action, *North Carolina* was credited with shooting down seven enemy aircraft and assisting with the downing of at least seven others. A majority of the Japanese ordnance had been expended without causing serious damage. USS *Enterprise*, though receiving moderate damage, would sail to Pearl Harbor for repairs before returning and continuing her fight through the end of the war.

North Carolina's action in the Eastern Solomons on August 24, was the first real test for her battle-green crew. It was also the first real demonstration of the primary role of America's new fast battleships – protecting the aircraft carrier.

“This was the first occasion on which a battleship has been present as part of a carrier task force during the attack,” Kinkaid wrote to *North Carolina's* Commanding Officer, Capt. George Fort, and his crew. “The presence of the *North Carolina* was a distinct advantage. My compliments.”

In addition to seeing her first enemy action, *North Carolina* also marked her first combat fatality on August 24.

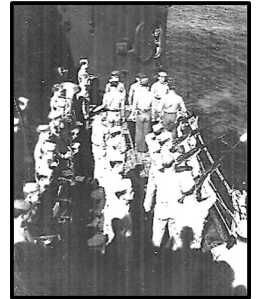
During the final minutes of the air attack, as Japanese aircraft withdrew over the horizon, one of the attackers made a final low pass down the starboard side of the Showboat, strafing the length of the ship.

Manning one of the aft starboard 20mm gun mounts, Aviation Machinist's Mate Third Class George Conlon was hit and killed by the barrage of bullets, becoming the first

member of the USS *North Carolina* crew to be killed in combat.

An entry in the ship's log for August 24, 1942, reads:

2130 - CONLON, GEORGE EDWARD, 224-07-85, AMM3/C USN, was buried at sea Lat. 09°-40S, Long. 164°-02.3E, having been killed in action during enemy air attack this date.



Time for a Quick Tune-Up – USS *North Carolina* entered drydock at the Puget Sound Navy Yard in Bremerton, Washington on **August 1, 1944**, starting what would be a 60-day overhaul. In addition to a basic overhaul of engineering, fire control, and other shipboard systems, a new Combat Information Center (CIC) was installed on the 03 level below the Navigation Bridge (CIC had been collocated within Main Battery Plot on the 1st Platform before the move to the 03 level.)

During the overhaul period, crew members had the opportunity to take leave for the first time in over two years. All members of the crew were granted 25 days of leave, with only half the crew being allowed to be gone at any one time.



Sailors gather on the fo'csle ready to begin their leave.

A “Little Boy” and “Fat Man” Change the War – In early **August 1945**, USS *North Carolina* was conducting operations off southern Japan with Task Force 38 when the task force was ordered to move to an area some 300 miles east of Tokyo.

On **August 6** an atomic bomb, designated “Little Boy,” was dropped on the Japanese city of Hiroshima. A second bomb, known as “Fat Man,” was dropped on Nagasaki on **August 9**.



Commanding Officer, Capt. B. Hall Hanlon, announces to the crew that the war is over.

The dropping of the two atomic bombs led to Japanese Emperor Hirohito accepting terms for Japan's surrender. Just before 9 a.m. on **August 15**, USS *North Carolina* received a message stating that offensive action against Japan was to cease. Admiral William “Bull” Halsey, Commander of the Third Fleet also issued a short dispatch stating that any Japanese planes approaching the fleet

were to be shot down, “not vindictively, but in a friendly fashion.”

With the **August 15** order to end offensive operations against Japan, plans began in earnest to make the transition from war to peace. A portion of the plan called for a Naval Landing Force, made up of officers and men from the various ships of Task Force 38, and a Marine Landing Force, comprised of Marines assigned to the ships, to land on and occupy the Yokosuka Naval Base on August 30.

Marine Private First Class George Kietzman, one of the Marines assigned to *North Carolina*, chronicled his experiences during the events leading up to the Showboat’s Marines joining the Landing Force.

“The Marine Detachment has been in quite a turmoil while ‘squaring away’ their packs [and] other equipment,” Kietzman noted. “During the day all hands ‘turned to’ holding school for the sailors in the functioning and care of the various arms, combat principles, close order drills, manual of arms, etc.”

Kietzman, whose daughter Karen Marzilli is a current member of the Friends Board of Directors, served as an orderly for *North Carolina*’s commanding officer. His writings provided some personal insight as the Marines prepared to join the occupation force.

“It seems strange that our ‘real action’ should come after the war,” Kietzman, wrote on August 16.

He also indicated some apprehension about the mission on which they were about to embark.

“I enter into the spirit of this thing with little intripredation (sic) and with much misgiving,” Kietzman said, noting the relative inexperience of the shipboard Marines who had been aboard ship for several months with little activity or practical training.

Several more days of preparation and drills aboard the Showboat had the Sailors and Marines ready for their assignments ashore and on **August 20**, *North Carolina*’s Marines were transferred to the attack transport ship USS *Garrard* (APA 84) to prepare and await the landing at Yokosuka. The same day, Navy members of *North*

Carolina’s crew making up the naval component of the occupation forces were transferred to several other transport and landing ships.

Over the next week, the occupation forces waited aboard their ships, prepared to execute the order to land. Finally, at 0930 on **August 30**, the occupation of Japan began with the Marine and Naval Landing Forces arriving on the beaches of the Yokosuka Naval Base.

Radioman Second Class Charles Paty, one of the *North Carolina* crew that was a part of the Naval Landing Force, recalled several years later the uncertain environment the landing forces arrived.

“As we proceeded in, I began to think that

this was probably a fool stunt on my part. I did volunteer,” Paty would remember. “If some die-hard Japanese decided that they were going to resist us, I could be killed. We knew that the Marines were ahead of us and to the left, but fanatics could still be around. With our force lacking any ground combat experience, we would be easy pickings.

“After our landing, we gathered our detachment and slowly began our advance inland. It should be noted that although we had ammunition, we had been instructed ‘not to charge the chamber until ordered.’ Obviously, it was for safety reasons. Since we had not handled a rifle or pistol in so many years, we might accidentally have shot several of our own including the Marines.”

The occupation forces faced little resistance from the Japanese as they proceeded through the base and advanced inland. At 1030, the light cruiser USS *San Diego* (CL 53) docked at the Yokosuka Naval Base and the formal surrender of the Japanese First Naval District took place.



August 30, 1945 - The Stars and Stripes are raised over the Yokosuka Naval Base near Tokyo as American Forces take over.

Did You Know?

Your Name Sounds Familiar – USS *North Carolina* Sailors and Marines assigned to land at the Yokosuka Naval Base may have recognized the name of the officer in overall charge of the operation.



Rear Adm. Oscar Badger

On **August 11, 1945**, Rear Admiral Oscar Badger was assigned as Commander of the Yokosuka Occupation Force by Third Fleet Commander Admiral William “Bull” Halsey. Badger, who was serving as Commander, Battleship Division 7, had been USS *North Carolina*’s second commanding officer, serving aboard the Showboat from **October 1941** to **June 1942**.

Cancel That Order – The Armored Cruiser USS *North Carolina* (ACR 12) was renamed USS *Charlotte* in June

1920 so the name *North Carolina* could be used for a new battleship being built at the Norfolk Naval Yard in Virginia.

North Carolina (BB 52), the fourth of six *South Dakota* class battleships being built, was canceled, along with her five sister ships, on **August 17, 1922**, all victims of the Washington Treaty of 1922 that limited the size of ships to 36,000 tons (the *South Dakota* class was planned at 43,900 tons).



A view of BB52 under construction at Norfolk Naval Yard looking aft from amidships.

North Carolina was approximately 37 percent complete at the time construction was canceled.

Supporting the Showboat

Donations Always Welcome – The Battleship *North Carolina* receives no funding from federal, state, or local government. The Friends relies on donations from supporters like you to accomplish preservation and restoration projects aboard the Showboat. Donating through the Friends website is a quick and simple way to make an impact. Your donations help the Friends provide support for exhibits, interpretation, artifact acquisition and conservation, and educational programming.

DONATE

Simply shopping through the AmazonSmile program also provides support to the Friends. Amazon donates 0.5% of your eligible purchases – at no cost to you – to the Friends of the Battleship *North Carolina* when you designate the Friends as the recipient of your AmazonSmile donation. The Friends received **\$158.99** as a result of purchases made between January 1 and March 31 through the AmazonSmile program.

Find out how you can shop and donate through AmazonSmile by clicking the button below.



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