



USS New Jersey Veterans, Inc.

“THE JERSEY BOUNCE”

Volume XXVI No. 1

Spring 2011 Issue

WWW.USSNEWJERSEY.ORG

President: Joe DiMaria

Editor: Nick Rasch



This Issue Is Dedicated To Veterans Of The First Korean Cruise (1951)

The 25th reunion will be held at the Crowne Plaza Hilton Head Island Beach Resort, Oceanfront and Shipyard Plantation, Hilton Head Island, South Carolina September 7 thru September 11, 2011. The reunion committee has been exerting a Herculean effort to ensure all attendees will have a wonderful time. This will be the first time the reunion will be held on Hilton Head Island. The committee has moved the reunion to early September providing the attendees an opportunity to enjoy Atlantic Ocean beach activities. There will be tours of Savanna and Hilton Head Island in addition to a Golf Tournament.

Hilton Head Island is considered the Crème-de-la-Crème of vacation locations on the East Coast, a golf Mecca, and fortunately at a discount rate. Free Breakfasts, tours, golf, beach activities, and smorgasbords will climax into the Saturday evening banquet where we can all lean back, relax, enjoy companionship, reminisce old times, and dance the night away.

We are not as young as we were when we served aboard the greatest fighting ship ever built, but we can throw caution to the wind and enjoy the moment.

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USS NEW JERSEY VETERANS, INC.
Statement of Activities
For The Year Ending December 31, 2010

Goodfellow & Company, CPA, Inc. has compiled the balance sheet of the USS New Jersey Veterans, Inc. as of December 31, 2010, and related statement of activities for the year. This was in accordance with Statements of

Standards for Accounting and Review services issued by the American Institute of Certified Public Accountants.

All the information included in this financial statement is the representa-

tion of the management of the USS New Jersey Veterans, Inc.

If you have any questions or concern about the statement please contact Mr. John P. Vance, Treasurer .

	(Unrestricted)
	December 31, 2010
Revenue	
Sales - Merchandise	\$ 5,811.74
Reunion Receipts	28,611.34
Membership Dues	15,910.00
Contributions	159.50
50/50 Receipts, net of payouts	1,787.50
Total Revenue	52,280.08
Less Refunds	
Refunds - Reunion	1,200.00
Gross Revenue	51,080.08
Cost of Sales	
Purchases - Merchandise	2,129.17
Reunion Expenditures	30,642.00
Total Cost of Sales	32,771.17
Revenue Before Operating Expenditures	18,308.91
Operating Expenditures:	
Accounting and Legal	400.00
Bank Charges	12.00
Newsletter	7,351.52
Office Expense	634.00
Computer	553.79
Postage	1,568.52
Telephone	210.00
Web Hosting	0.00
Total Operating Expenditures	10,729.83
Operating Revenue (Loss)	\$ 7,579.08
Other Revenue	
Interest	67.90
Total Other Income	67.90
Other Expenditures	
Donation to Battleship	0.00
Scholarships	1,000.00
Total Other Expenditures	1,000.00
Total Other Revenue (Loss)	(932.10)
Changes in Unrestricted Net Assets	\$ 6,646.98
Unrestricted Net Assets - Beginning	\$ 59,082.00
Unrestricted Net Assets - Ending	\$ 65,728.98

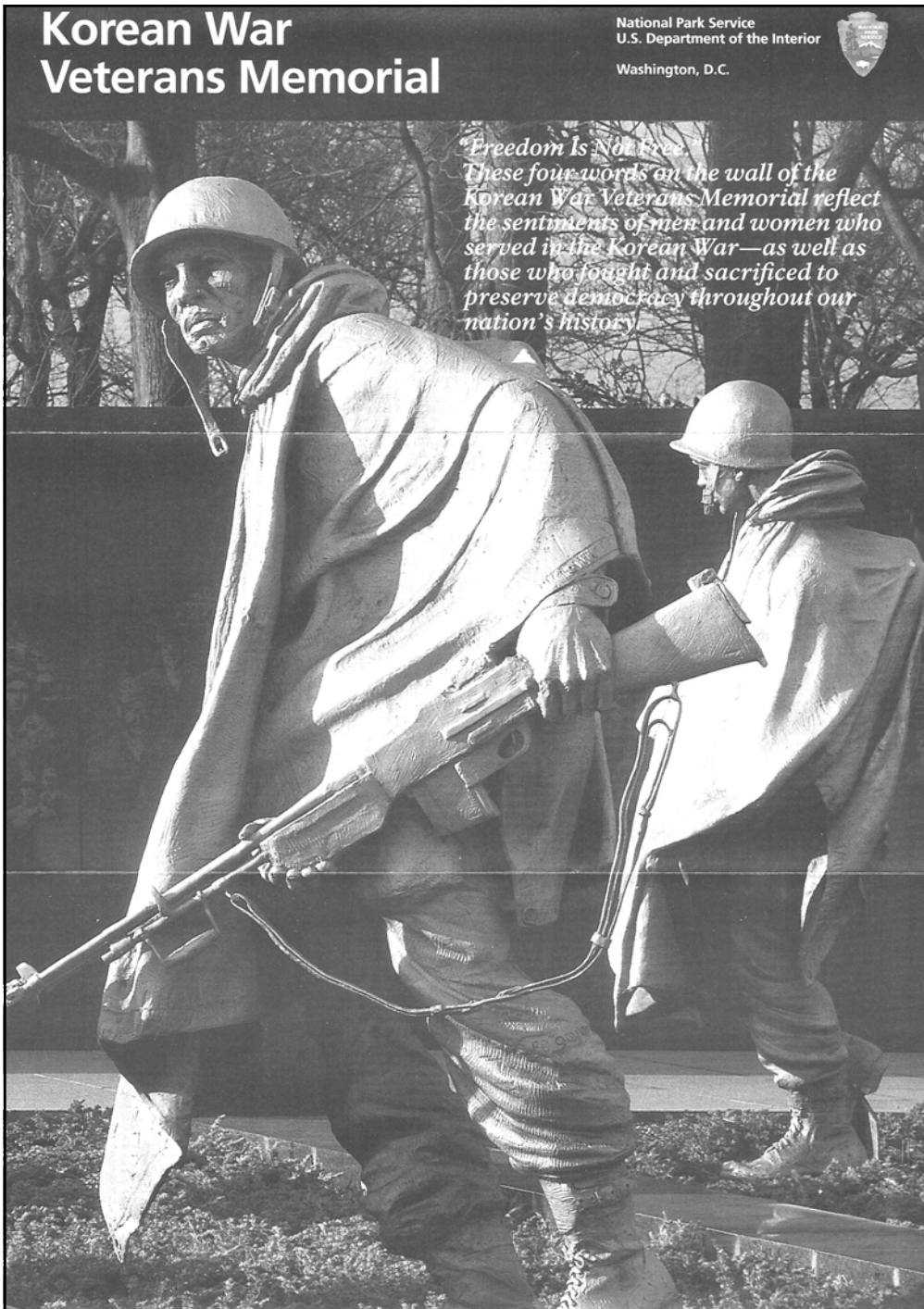
REMEMBER THE KOREAN WAR 61 YEARS AGO

SATURDAY, June 25th will have been sixty one years since the beginning of the Korean War which commenced in 1950. After decades of Japanese occupation, Korea was divided in two by Allied Forces at the end of World War II, with the south administered by the U. S. and the north by Soviet Russia. Deep divisions built over several years, leading to skirmishes and finally an invasion by the North Korean troops

on June 25, 1950. The United Nations sent troops and support from 21 countries to support South Korea, primarily from the United States and Britain. The war lasted for three years, with large advances and retreats on both sides, and many casualties. Hundreds of thousands of civilians and soldiers were killed.

The two Koreans are technically still at

war since hostilities ended in a cease-fire, not a peace treaty in 1953. **During this 3 year period the USS New Jersey was deployed twice to the War zone.** Though it is often referred to as “The Forgotten War,” I hope these photographs help us to remember the events of 1950-1953, those involved, and the legacy that still remains, sixty one years later.

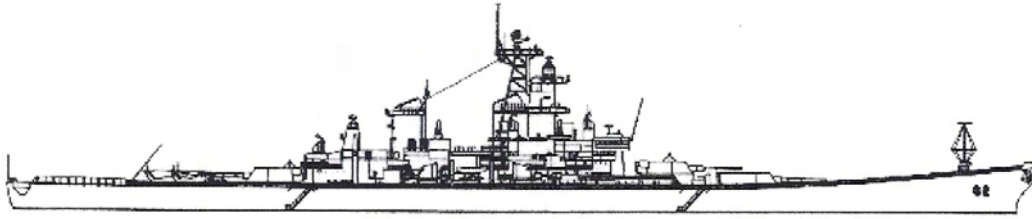


One-and-a half million American men and women struggled side by side during the conflict. They served as Soldiers, Marines, Sailors, and Airmen in a host of combat and support roles. Many risked their lives in extraordinary acts of heroism. Of these, 131 received the Medal of Honor, the nation's most esteemed tribute to combat bravery.

“FREEDOM IS NOT FREE”

During this War more than **5,720,000** men and women served with **36,576** making the supreme sacrifice.

What had been envisioned as a short, decisive campaign became a prolonged, bitter, frustrating fight that threatened to explode beyond the Korean borders. After 3 years of fighting an uneasy peace returned by means of a negotiated settlement that established a new boundary near the original 38th parallel.



USS NEW JERSEY VETERANS ORGANIZATION, INC.

25th ANNUAL REUNION

WHERE: Crowne Plaza Hilton Head Island Beach Resort
Oceanfront and Shipyard Plantation
Hilton Head Island, SC 29928

WHEN: September 7, 2011 thru September 11, 2011

RESERVATIONS: Call 1-800-334-1881 or at 843-842-2400
Group Reservation

Mention the USS NEW JERSEY REUNION

Special group rates available September 5 thru September 15, 2011

Handicapped rooms available

Smoking rooms are available

Free parking.

Children 19 years and under may share the same room with parents

At no additional charge.

Rollways are available at \$25.00 per night

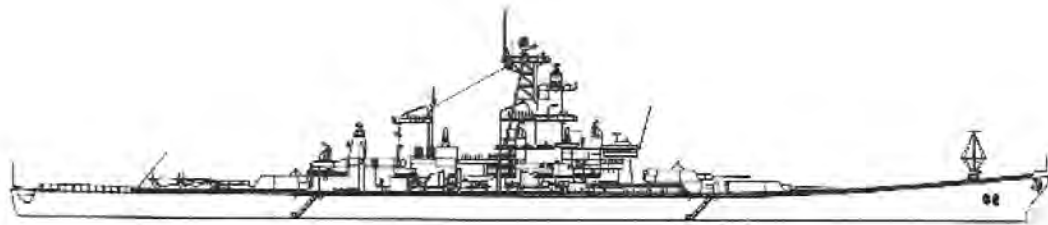
Reservations received after August 8, 2011 may not qualify for

The special group rate.

Cancellation Policy requires notification 72 hours prior to scheduled arrival

COST:	Single & Double	\$119.00 Plus tax
	Check In Time:	4:00 PM
	Check Out Time:	12:00PM

FREE BUFFET BEAKFAST



USS NEW JERSEY VETERANS ORGANIZATION, INC.

25th Annual Reunion – Hilton Head Island, SC

September 7 thru September 11, 2011

Ground Transportation

HILTON HEAD ISLAND AIRPORT

US Air and Delta have flights to this airport.

SAVANNAH AIRPORT

US Air, Delta, United, American, Northwest, and Continental have flights to this airport

Diamond Transportation serves both airports
1-843-247-2156

Cost from Hilton Head Airport \$22.00 for two and \$5.00 for each other person

Cost from Savannah Airport \$70.00 for two and \$10.00 for each other person

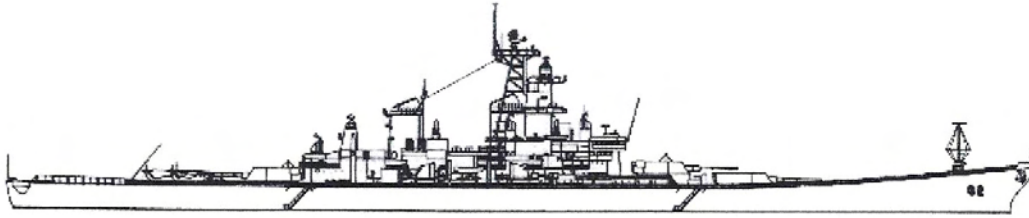
If you can make plans to arrive in groups the cost will help all.

Please call ahead to make reservation from the Airports and the driver will be there to meet you. You can make your return reservation with the driver for your return trip.

If you are planning to arrive at the Savannah Airport. You will find it's a better deal to rent a car. With all there is to do a car might be a good idea.

GOLF OUTING

We have a golf outing planned for Friday September 9, 2011. Since we are at the best location for golf and I was told if you go to Hilton Head you must play a round of golf. We have a start time of 12:28 PM. The cost is \$70 per person which includes all fees, golf cart. To include transportation from Hotel to the course. If you need to rent clubs the cost around \$45.00. This includes a sleeve of balls. The clubs will be either Titlist or King Kobra. Mike Prime to take charge of the Outing. When you arrive at the reunion contact Mike if you need clubs.



USS NEW JERSEY VETERANS ORGANIZATION, INC.

INFORMATION FOR SEATING

PLEASE COMPLY WITH THE FOLLOWING INSTRUCTIONS:

1. Paid meal reservation must be made prior to seating.
2. Request for Banquet seating will be accepted between June 1 and August 1, 2011

NOTE: **Anyone requesting handicapped seating must notify the Seating Chairman prior to August 1, 2011**

3. When requesting group seating, including family members or friends **ONLY ONE PERSON** per group should apply. Please list all individuals by name.

Check to ensure that everyone within the group has made and paid for their meal choice prior to make a seating request. This will reduce/eliminate confusion when individuals within the group either have not made reservation or make the reservations at the last minute.

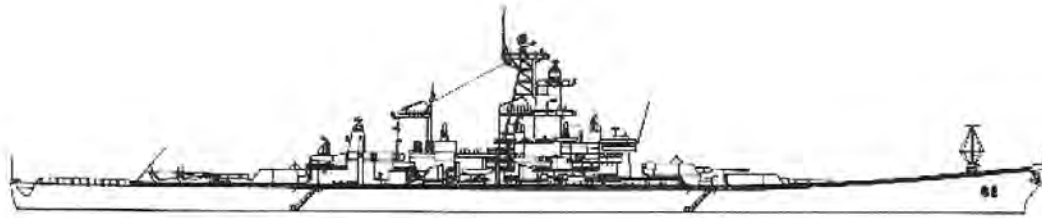
TABLE ASSIGNMENTS WILL NOT BE MADE UNTIL EVERYONE WITHIN THE GROUP HAS MADE AND PAID FOR THEIR MEAL RESERVATION.

4. Seating requests can be made through E-Mail, telephone, or letter.

NOTE: Messages left on an answering machine are not always reliable.

5. Send the names of all the individuals to the seating coordinator (10 persons per table)

Bill Myers
Banquet Seating Chairman
4021 Vernon Ave., Omaha, NE 68111
Phone # Cell 402-676-0082, Home 402-453-3124,
E-mail, williamjmye@msn.com



USS NEW JERSEY VETERANS ORGANIZATION, INC.

PLAN OF THE WEEK

Wednesday September 7, 2011

Check in day – Crowne Plaza Hilton Head Island Beach Resort

- 0900 Registration, Small Stores, Hospitality Room opens
Caravelle & Clipper Rooms, Store Galleon Room 2nd Floor
- 1400 Directors Meeting (Admiral's Room 2nd Floor)
- 1630 Registration, Small Stores, Hospitality Room closes
- 1900 Welcome Aboard Reception (Beach Pavilion-Covered)

Thursday September 8, 2011

- 0630 Breakfast Buffet
- 0900 Registration, Small Stores, Hospital Room opens
- 0830 City Tour of Savanna Leaves at 0900
- 0930 City Tour of Hilton Head Island leaves at 0930
- 1630 Registration, Small Store closes
- 2100 Hospitality Room closes

Friday September 9, 2011

- 0630 Breakfast Buffet
- 1000 Memorial Service Commence (Beach Pavilion-Covered)
- 1100 Memorial Service Reception (Beach Pavilion-Covered)
- 1145 Golf Tournament meets in Lobby for transportation
- 1200 Registration, Small Store, Hospital Room opens
- 1600 Registration, Small Store closes

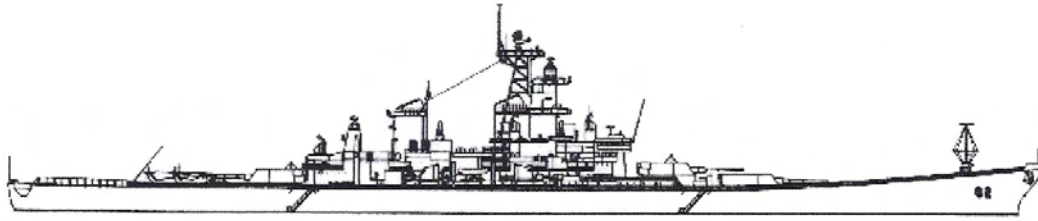
Saturday September 10, 2011

- 0630 Breakfast Buffet
- 0900 Business Meeting (Salon A, B, C)
- 1200 Small Stores, Hospital Room opens
- 1600 Small Stores, Hospital Room closes
- 1700-1900 Individual and Group pictures Location TBA
- 1900 Dinner Dance Banquet (Salon A, B, C)

Sunday September 11, 2011

HAVE A SAFE TRIP HOME AND HOPE TO SEE YOU NEXT YEAR

AT CAMDEN, NEW JERSEY



USS NEW JERSEY VETERANS ORGANIZATION, INC.

WELCOME ABOARD BUFFETT

Wednesday September 7, 2011

1830 Doors Open
1900 Serving Starts

Cash Bar

MENU

Tossed Garden Salad
Cherry Tomato and Cucumber Salad
Marinated Sliced Frank Steak with Mushroom Gravy
Pecan Crusted Chicken with Dijon Cream
Herbed Roasted Red Potatoes
Seasonal Fresh Vegetables

DESSERT

Assorted Fresh Pies

MEMORIAL SERVICE LUNCHEON

Friday September 9, 2011

MENU

Chicken Salad
Tuna Salad
Fruit Salad

Regular and Decaffeinated Coffee Unsweetened Iced Tea

Historic Savannah Tour

Savannah, Georgia boasts of having the largest restored urban district in America. The tour visits the historic and lovely part of the mid 18th and 19th Century America. While touring the historical downtown district you will

have an opportunity to visit one of the most famous historical museums. This home will be the Juliette Gordon Low, birthplace of the founder of the Girl Scouts of America. At the conclusion of the tour you will be provided an

opportunity to explore River Street which is adjacent to the Savannah River and where cotton warehouses have been turned into charming shops, restaurants and museums.

Savannah's History

Savannah history begins in 1733 when general James Oglethorpe and the 120 passengers on the 'Anne' landed on the



General Oglethorpe

bluff high along the Savannah River. General Oglethorpe named the 13th and final American colony "Georgia" after England's King George.

This provided the poor working class, from England, a new start, strengthen the colonies and provide a buffer zone for South Carolina from the advances of the Spanish in Florida.

During the Revolutionary War, Savannah was captured by the British, 1778 which remained in control until 1782.

After Independence was secure, Savannah flourished. Soon farmers were harvesting cotton and rice. The climate was ideal in the low country. With the wealth provided by cotton residents built lavish plantations. Slavery flourished also during this period.

However, Savannah was not spared from misfortune. Two devastating fires 1796 & 1820 left half the town in ashes. Also in 1820 an outbreak of

Yellow Fever killed 10 % of the population. The towns people were hard working and soon overcame these setbacks.

The Civil War was not good for Savannah. General Sherman entered the city in mid December and was so impressed by the



beauty that he could not destroy the city. On December 22, General Sherman sent a telegram to President Lincoln offering the city as a Christ-

mas present.



Savannah Plantation

Reconstruction after the Civil War was slow as food and money were very scarce.

The freed slaves that had remained in Savannah built a thriving community with their own churches.

With the turn of the 20th century, cotton was again King and the city thrived.

Then came the boil weevil and the Great Depression. Again the economy was devastated. The city didn't recover until Post WW II.

In 1950 a group of women formed an organization to preserve historical structures threatened by the wrecking ball. They founded the

Historic Savannah Foundation which is credited with saving the beautiful architecture that was the foundation of Savannah's charm.

Hilton Head Island Tour

As you depart from the Crowne Plaza Hotel you will begin to explore Hilton Head Island. The tour guide will explain the history of the barrier island, making frequent stops at historical sites. Baynard Ruins, Fort Mitchell, Farmlands and Tabby Ruins are a few of these sites. The guide will explain the importance of the natural coastal

environment and intrinsic wildlife found on the island. The tour guide will point out Live Oak trees and explain the importance of these trees in shipbuilding. The guide will talk about the importance of the salt marshes maybe even point out an alligator. Not to worry, the alligator cannot get into the tour bus.

The tour will wander through the island's planned residential communities or 'Plantations.' One stop will be 'Harbour Town', which is a picturesque village reminiscent of a Mediterranean seaside village and displays its own Candy Stripped lighthouse..



Harbour Town Marina

There is an abundance of things to do and see on the Island.



Liberty Live Oak in Harbour Town



Snowy Egret with chicks

Harbour Town in the Sea Pines Resort is iconic with the world famous candy cane striped lighthouse. A panoramic view of the island is provided from the top of the lighthouse. Stroll through the marina basin and see beautiful yachts. Enjoy boutique shopping and dining.



Bottlenose dolphin in the Calibogue Sound



Dock built by Union Troops April 1862



Baby Loggerhead Sea Turtle

Hilton Head Island South Carolina, Beaches, Shopping, Gulf, Tennis, and Much More



Shopping in Hilton Head Island

Bluffton and Hilton Head shopping offer a variety of unique boutiques and some of the nation's most recognized retail stores.

Whether you're hunting for a deal on your favorite brand of clothing or trying to find that unique souvenir of your Island vacation, you're sure to find a

superb selection at the more than 200 stores and outlets.

From chic boutiques to exclusive outlet shops, Hilton Head offers fashionable fine quality products in a pleasant shopping atmosphere. Island shops are located in intimate plazas, quaint marinas, elegant harbours and full-service shopping centers.

The Mall at Shelter Cove, is the only mall and indoor, air-conditioned shopping destination on the island. Just over the bridge in Bluffton are the Tanger Outlets.

A wide selection of distinct art galleries, antique stores, specialty gift shops, gourmet stores, sporting goods shops, and jewelers are waiting for you.



Hilton Head Island Beaches

Beaches, did I mention beaches? Hilton Head Island has over 12 miles of sparkling white sand beaches.

Walk or bicycle on the flat sand banks

of the Atlantic Ocean or wade in the surf. Gaze towards the clouds, admire the kites, parasailing or just enjoy swimming in the nice warm water.

The Crowne Plaza Hotel provides its own beach which is only about 100

feet from the Hotel.

All the Island's beaches are public and if for what ever reason you desires to visit a different beach there might be an access fee.

Golf

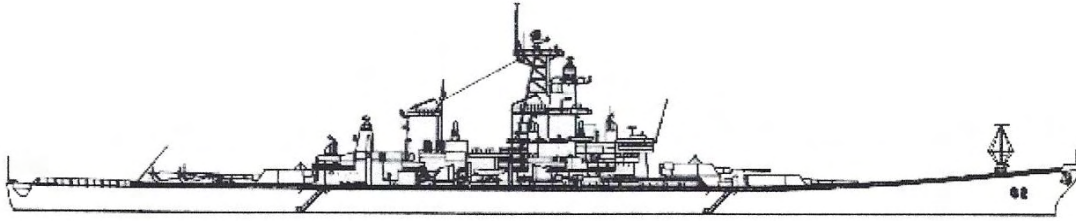
The island has 24 championship golf courses with 19 available for public play. The most famous is the Harbour Town golf Links which is the home of

the annual Heritage PGA tournament, attracting over 200,000 spectators every year.

Boating

One of the most spectacular things to

do is to get out on the water. Numerous marina basins serve as a gateway to the ocean where you can watch bottlenose dolphins play. Sailing and fishing charters are readily available.



USS NEW JERSEY VETERANS ORGANIZATION, INC.

DINNER DANCE BANQUET

SATURDAY SEPTEMBER 10, 2011

1830 Doors Open
1900 Serving Starts

Cash Bar

Menu

Appetizer

Mixed Field Greens, Cherry Tomatoes, Sliced Cucumbers, Shredded Carrots

Entrée

Prime Rib

Grilled Chicken

Baked Salmon

Roasted Garlic Infused Mashed Potatoes
A Green Bean Blend of Green and Yellow Beans
Whole Baby Carrots
Fresh Baked Yeast Rolls and Butter

Dessert

Pineapple Upside Down Cake

Decaffeinated and Regular Coffee and Hot and Cold Tea

50/50 RAFFLE THIS IS A WIN—WIN SITUATION

Historically the 50/50 raffle has been well subscribed.

The winners are selected at the Saturday evening Banquet. As the winners do not have to be present it gives everyone purchasing a ticket an equal opportunity to be a winner.

Note: None of the winners were present at the last banquet.

The Fall 2010 winners were:

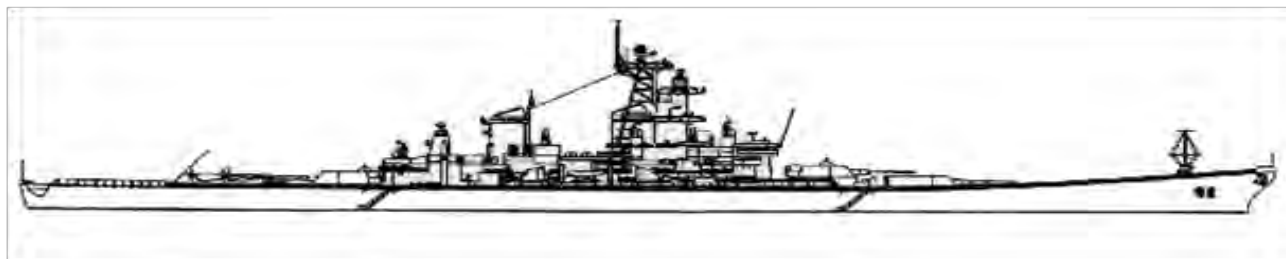
Sue Van Matre—\$830.75
Andrew Tobias — \$498.45
Allen Gordon— \$332.30

The directors encourage everyone to participate as it not only give you a chance to win but helps fund the organization.

You will note that there is a package of 12 tickets included with this issue of the Bounce. You can either select one ticket for \$1.00 or all 12 for \$10.00.

If you require additional tickets they can be obtained by contacting:

Nick Rasch
18310 Candice Drive
Triangle, Virginia 22172 or
triengr@aol.com



**USS NEW JERSEY VETERANS, INC.
25th Annual Reunion Events Reservation Form**

Wednesday September 7, 2011

Welcome Aboard Dinner 7:00 PM ___ People @\$35.00 person _____

Thursday September 8, 2011

Breakfast Buffet: 6:30 AM

City Tour of Savanna Leaves @9:00AM ___ People@\$75.00Person _____
Includes Lunch

City Tour of Hilton Head IS Leaves @10:00AM ___ People@\$60.00Person _____
Includes Lunch

Friday September 9, 2011

Breakfast Buffet: 6:30 AM

Memorial Service Reception 11:00 AM ___ People @\$10.00Person _____

Golf Tournament 11:45 AM ___ People @70.00Person _____

Saturday September 10, 2011

Breakfast Buffet: 6:30 AM

Banquet Dinner: 7:00 PM ___ People @\$40.00Person _____
 Chicken ___ Steak ___ Fish ___

50/50 TICKETS _____

Enclosed \$ _____ **to cover Items selected** _____

Please provide the following Please print

NAME _____ SPOUSE/GUEST _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

ERA: _____ DIVISION: _____ DATE SERVED _____

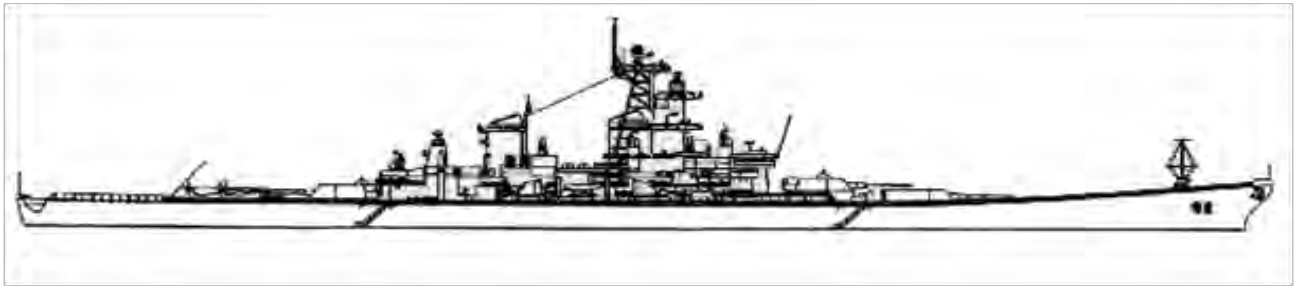
E-MAIL: _____ PHONE # _____

EMERGENCY CONTACT: _____ PHONE # _____

SEND COMPLETE FORM INCLUDING CHECK: BY August 1, 2011

To:
USS New Jersey Veterans Inc
C/o Mr. John Vance, Treasure
1541 Hayden Rd
Deland, FL 32724

Date Received: _____ Check # _____ Amount: \$ _____



Message From the President (Joe DiMaria)

With the New Year already in its second month it's time to think about the upcoming reunion, at the Crowne Plaza in Hilton Head, S. C. The reunion committee has been working very hard over the last few months. Getting all the tours and information together. We have setup two great tours for Thursday with a great lunch location. Have been in contact with a local High School with a NROTC program to do the honor guard for our Memorial service on Friday. Dick Esser has agreed to be the master of ceremony. For all of the golfers we have set up a golf outing on Friday after the memorial service. You can read more about it in this issue of the Bounce. Mike Prime will be the contact person. Please see him when you arrive at the reunion.

The only problem I see at this time is that after the last reunion with all the comments and the e-mails I received. It's going to be hard to make this even better.

Last year we had 4 applications for the scholarships. Any person who is going to apply please follow all the requirements. We had to disqualify one person last year. The application and direction are in this Bounce plus on our web site.

At this time the reunion committee is working on the 2012 reunion to be located in Camden, N.J. At this reunion we will be electing a new Board of Directors. We will need a few members to step up and work with keeping the organization going. All present Board members please think of what your plans are and let me know at our next meeting. One position we are in need of is the ship store. If we are going to keep it running we will need someone to take charge of it. I know whoever does take over Pete and Joe will be able to advise on this job. Plus during this reunion we will need some volunteers to help out in the ship store and Hospitality rooms. Please see Pete

and me with the time you can help out.

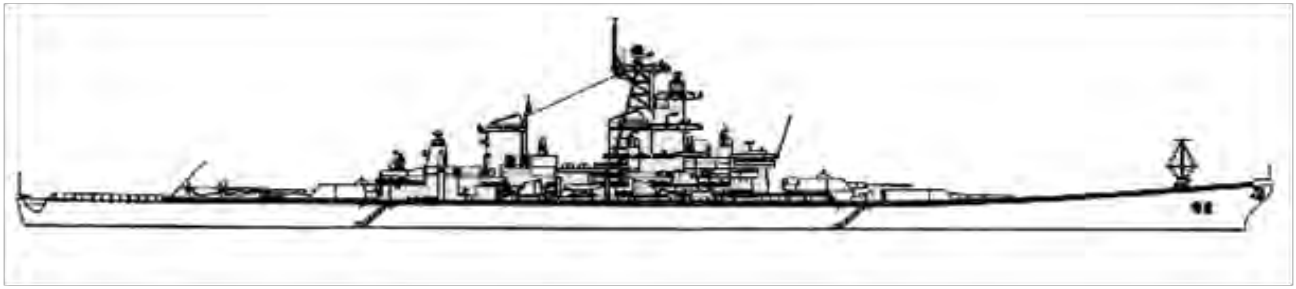
As some of you know the ship is working on an exhibit honoring the roll the ship played in the Vietnam War. They have artifacts pertaining to the Vietnam Era of Service. At this time they need donation to finalize the display. The projected cost is approximately \$5000. As of February 1st over \$500 has been collected. We have one member who will match the 1st \$1500. Let's get the donation in. If you like to donate please send a check to the " Battleship New Jersey Museum" and in the memo section mention "Vietnam Exhibit only". Send the check to Jason Hall, VP. Battleship New Jersey Museum & Memorial, 62 Battleship Pl. Camden NJ 08103.



**'K' Division watch section relaxing in the sun
Somewhere off Korea**



**Joseph DiMaria, BTCM USN
President**



MESSAGE FROM THE VICE PRESIDENT (Ernest Dalton)

I would like to introduce to my ship-mates Sergeant First Class Glen Bates. Glen is an associate member of our fine organization. I am giving him honorable mention because of his service to

our country during the Vietnam War.

Glen was about nineteen years old

during his tour. His unit would advise the fire control personnel aboard the Jersey as to where to lay down fire on the Viet Cong and North Vietnam Army troops. He remarked when the shelling was over, "there was nothing left but giant craters filled with water." These observations were made from a chopper in his unit.

In the year 2000 Glen was honored for his service in Vietnam. "The House of Representatives of the Commonwealth of Kentucky Here-by recognizes and honors SFC Glen Bates, 7th Squadron, 17th Cavalry Regiment (Air) "Ruthless Riders" for his service of the United States of America."

Since I first sent out information concerning our reunions to the

different veterans magazines I have met and recruited seven new members. Glen is one who has sent many articles about the the Jersey I never knew existed.



Recently I have received some emails concerning Blue Water Sailors serving in Vietnam. The area of exposure to Agent Orange has been extended to some ships that operated off the coast of Vietnam. There is a possibility that men who served aboard the Jersey, and were previously assigned to other ships may have been exposed to chemical agents.

For more information go to:

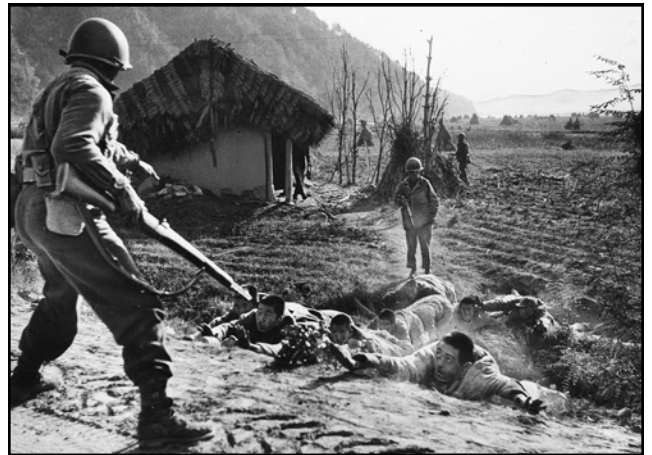
<http://www.bluewaternavy.org/newspage2.htm>

If you have read this far and are wondering why I devoted so much space to the Vietnam era I arrived in Vietnam Jan 3, 1968. At the end of January the TET offensive started. Our base was

One comes to mind as to how many sixteen inch projectiles were fired in Vietnam. I have forwarded these to our Jersey Bounce editor for possible use in the future.

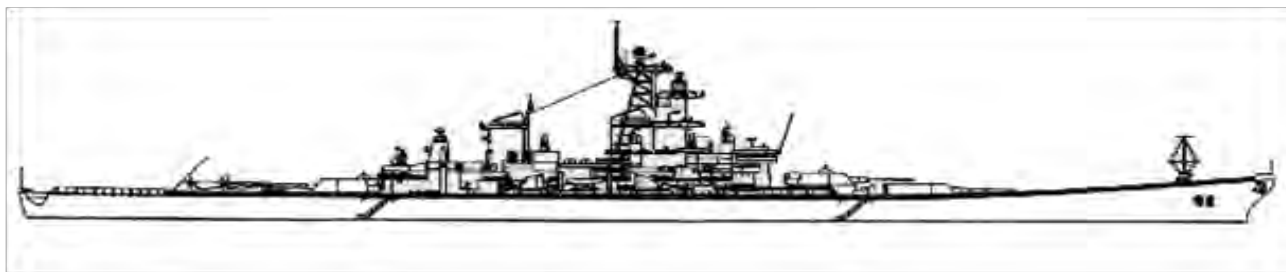
At this point in this gallant Soldiers life the ravages of Agent Orange are part of his daily life, my only hope is that this patriot is not forgotten by the people he swore to protect.

Sergeant Bates has been very active with the Vietnam Veterans of America, and has worked hard to ensure their rights are preserved. I welcome him to our organization.



North Korean prisoners flushed out by a US patrol

being hit from all sides and internally. Many Vietnamese working on base were VC or NVA. It was guys like Glen Bates, The 25th Infantry, USAF Defense Forces, and a group of South Vietnamese Rangers that saved many lives during this attack.



NOTES FROM THE MEMBERSHIP DIRECTOR (Steve Sheehan)

Fellow Shipmates

Welcome to Spring, this winter in the Northeast has been a killer. The good news is we have as many new members as deceased members.

At the General Meeting in Nashville last year those present voted to open membership to those people that serve as Docents and Volunteers on the USS New Jersey.

These Docents and Volunteers had approached our organization seeking membership and the motion to include them was carried. So far we have five new members from this group and

hope to get more.

Many of these wonderful caretakers of our ship have actually worked on the ship longer than we sailors have, some as long as 10 years. Their applications have stories of their involvement and really show the pride in what they are doing.

We also got a new member from the Lebanon Era so that group is getting larger. We hope to get many more from that group.

New members of any Era are more than welcome, they are needed to continue this organization, if you know an

ex-shipmate that is not part of the organization, have him give me a call, or get me his number, I will call him.

Membership entitles you to two editions of The Bounce, which contain wonderful articles, valuable information on reunions, ships store, ex-shipmates etc. Any assistance is greatly appreciated.

Thank you in advance for your help.

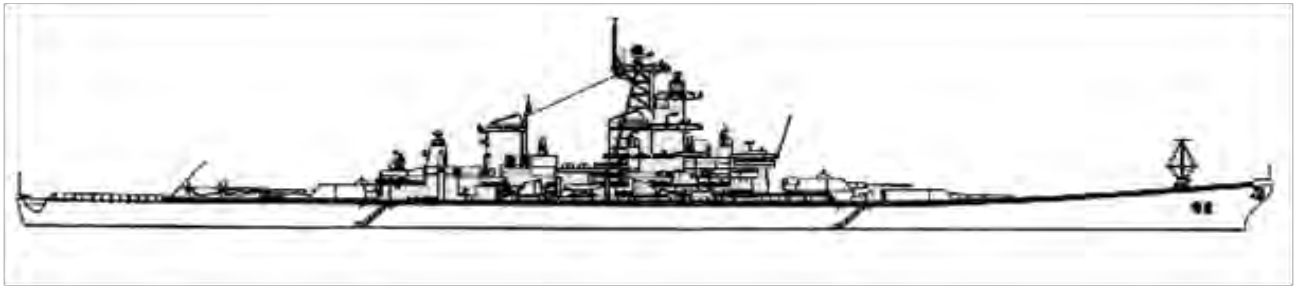
Sincerely
 Steve Sheehan
 Membership Director
 Viet Nam E-Division



Somewhere in the Pacific Ocean

Aerial starboard quarter view prior to conducting Harpoon Missile tests at the Pacific Missile Test Center Range

23 March 1983



MEMBERSHIP INFORMATION

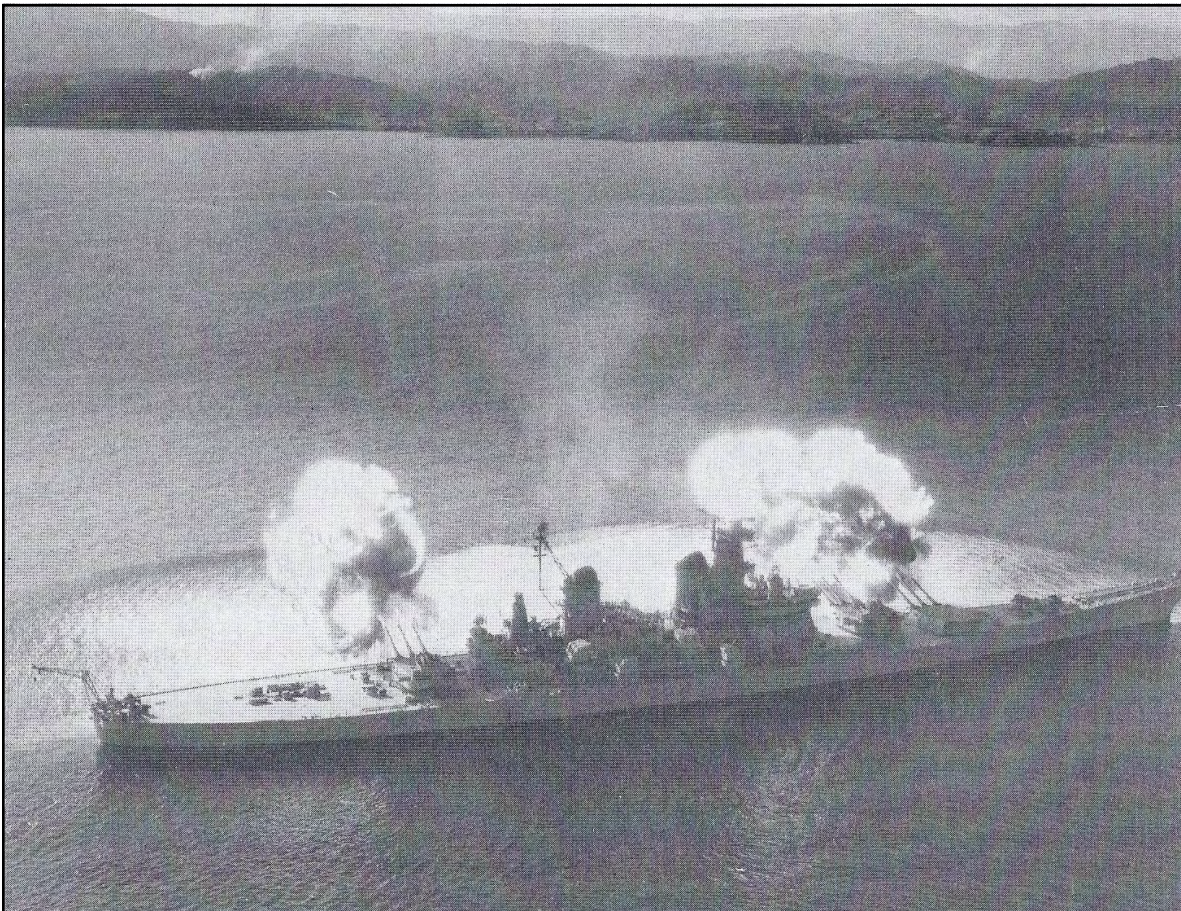
APPLICATION FORM FOR PRESENT & NEW MEMBERS

Fee: \$20.00 Make Checks Payable To: USS New Jersey Veterans Organization, Inc

Mail a copy of this form to:

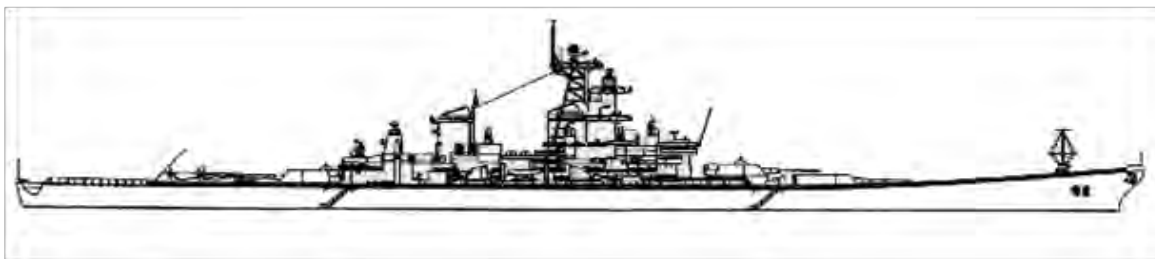
Steve Sheehan, 1209 Cumberland Rd. Abington, PA 19001

NAME: _____ **ADDRESS:** _____
DIVISION: _____ **CITY:** _____
ERA OR Calendar years aboard: _____ **STATE:** _____ **ZIP:** _____
RATE/RANK: _____ **SPOUSE:** _____



**Aerial View of the
USS New
Jersey Firing a
Broadside From
the Main Battery
During a
Bombardment
Mission Near the
38th Parallel**

20 November 1951



NOTES FROM THE LIAISON OFFICER (Mark Babcock)

Dreadnaught bb-62 Sailors,

We are getting closer to another reunion, and hopefully most of you have had the time to go to a few websites to check out some of the things to do on Hilton Head Island, South Carolina; as well as to read about the historical significance of the area.

We have gained several new members since our last reunion, which can be attributed to our excellent website, membership chairman, and several of our current members who are constantly contacting prospective members to join our organization.

For the Vietnam group, hopefully you have been informed about a small project concerning a display of the Viet-

nam era on board the ship which may be completed by the 2012 reunion. If you are interested in donating to this worthy cause, please contact your era representative in regards to the procedure for the donation. No doubt you will hear about this project from more than one person, but I wanted to make sure everyone in the era knew about it.

Please remember that the Bounce will have a page dedicated to all the era representatives with their emails, addresses, and phone numbers in the event that you would like to contact someone.

We are currently looking for a volunteer to head the Korea North district should anyone be interested. We would like to have a Korea era person to do it,

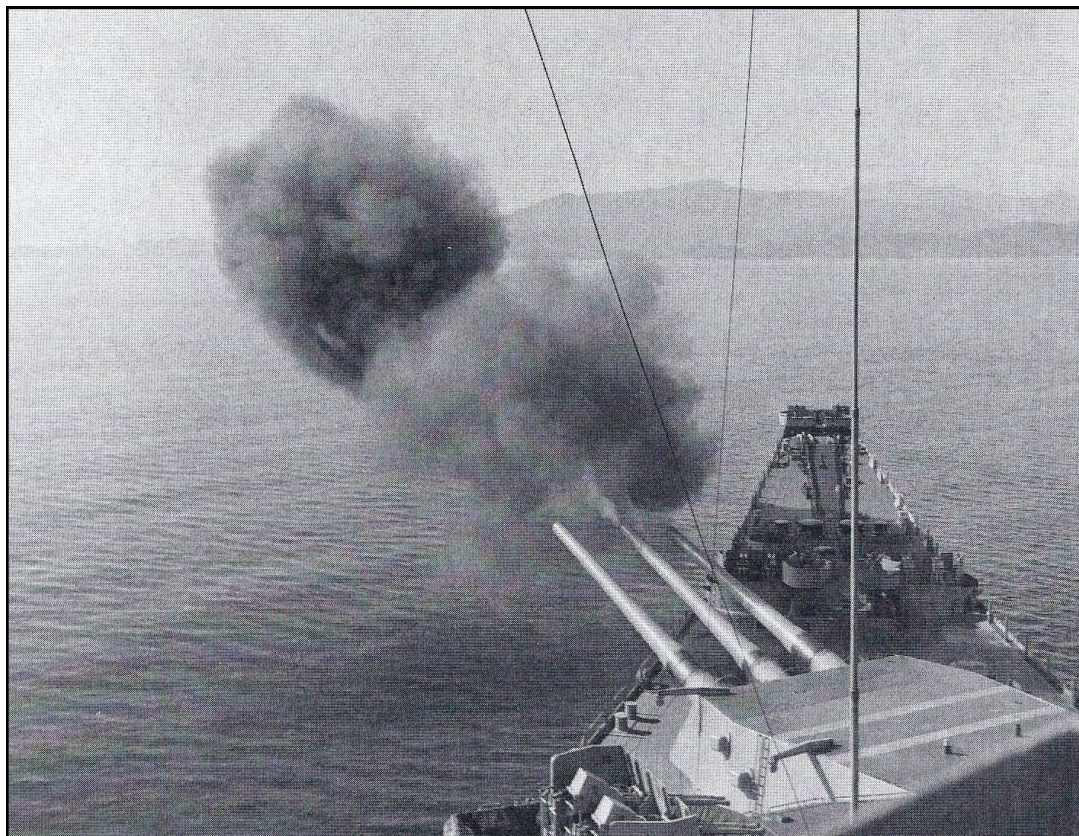
but they do not have to actually live in one of the states in the district.

I sincerely hope that all of you can attend the Hilton Head Island reunion, especially if you have never been in that particular area of the United States.

I have not been there before, but understand that it is quite an experience-- AND-- there is an ocean with salty water very close which I don't get to see too much being from the land-locked Midwest.

Anyway, hope to see you all there in good health, and have a great spring and summer.

Mark Babcock
Liaison Officer



Turret # 1 firing a salvo at Wonsan

28 June 1951



**FROM THE DESK
OF THE NEWS EDITOR
(Nick Rasch)**



The initial change to the By-Laws has had a significant impact to the association. By opening membership to the public the organization has received applications for seventeen new members.

Several members have voiced concern that the organization's primary function is to have an annual reunion.

Members taking a quick brush of the organization might come to a similar conclusion. I personally do not subscribe to this analogy.

The primary functions of the organization is to promote the social welfare of veterans who served on the ship. To perpetuate the memory of the deceased veterans and to comfort the survivors, to participate in patriotic activities, and to provide social and recreational activities for the members.

In addition to the aforementioned the organization provides scholarship funding for selected graduating high school seniors (this past year the membership has increased the amount of the scholarship from \$750.00 to \$1,000.00). The organization maintains a Home Page on the Internet, provides the members a bi-annual copy of the Bounce, and maintains a ships store where quality merchandise can be obtained.

I have been an active member for the past 8 years and fortunately have been able to attend the reunions. During this period I observed that very few of the reunion attendees have won the 50/50 drawing. Does that mean that if you attend the reunion that you only have a slim chance of winning. NO but it sure seems that way.

I go to the reunion to enjoy the company provided by the organization. Seeing shipmates that I haven't seen in many years, talking about family, associates and most of all reminiscing old

times spent on the ship. I have visited cities and places that I never would have chosen to visit and to my surprise each area had something unique to offer.

In addition to reminiscing with fellow shipmates, the following things have stood out:

In Washington, the Kennedy Center show (Share Madness) and the wonderful dinner cruise on the Potomac River.

Valley Forge provided an opportunity to experience the hardships that our fore-fathers endured during the Revolution War. Visits to Independence



Sikorski HO3S-1 Helicopter

Hall, seeing the Liberty Bell, Betsy Ross's house and many other historical sites.

San Antonio had the Alamo, River Walk and a unique Cattle Ranch

San Diego, where do I start. The world famous Zoo, Sea World, a short trip to Mexico, what more could I say. Too much to see and do, too little time.

Cherry Hill was an opportunity to revisit the ship. In addition I visited the World famous Atlantic City Boardwalk, and unfortunately a Casino where I dropped a few dollars.

Jacksonville provided an opportunity to enlighten Sylvia on the skills of betting at the dog track. I bet on all 10

races and as usual didn't win a single race. Sylvia the neophyte won enough for a nice dinner.

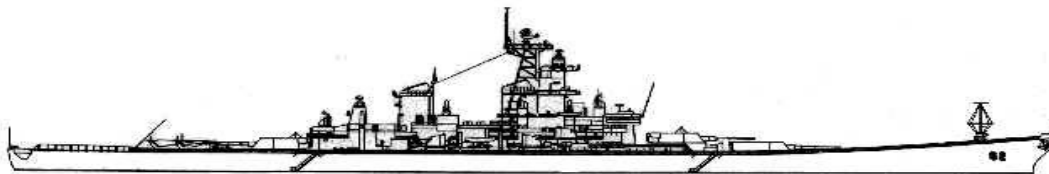
Nashville was unique with all the Country and Western atmosphere, Grand-Old-Opry, an opportunity to visit General Jackson's homestead. Yes, there is a lot to do at each location and it is entirely up to each individual to determine what is most important to accomplish in the limited time available.

Lets talk about Hilton Head. Sylvia was born and raised in North Carolina and always dreamed of vacationing at Hilton Head Island. However, not coming from a wealth family it was something that she could only dream about. Now the organization has worked with the people on the island and making her dream a reality. Sylvia is looking forward to this trip in anticipation of having the time of her life. Sylvia wants to personally thank the conference committee for making this possible and more important affordable.

I personally am looking forward to becoming reacquainted with shipmates that I had served with during the second Korean cruise. That was 58 years ago but it seems like yesterday.

We came to the Navy with similar backgrounds (high school graduates) from area throughout the country. After leaving the Navy we scattered in all direction to find employment, education, and the perfect environment to settle down and raise a family. Many used the GI bill to attend technical and schools of higher learning. Several have become doctors, lawyers, engineers, school teachers, self employed, and many other skilled positions.

I'm looking forward to going to Hilton Head Island and reuniting with old acquaintances.



FROM THE WEBMASTER (Ed Campbell)

Dear Shipmates,

It's hard to believe it's been one year since I have written to you as a group. I now understand what people mean when they say time goes faster the older you get. For what it's worth, I added a photos to the bottom of the page, of Lady. The picture after my signature is a month old. It's amazing what thirteen years can do to. The picture of Lady is because several people sent me e-mails during the year asking about her health. At nearly 12 she's doing just fine. She has slowed down somewhat and that is a good thing because I've slowed down a lot.

I hope you like the new look of the Web Site and appreciate the improved navigation. Unfortunately, it is not working altogether the way we'd hoped. Data base entries; the Deck

Log, Add Me to The List and Membership Application do not work right now. The reason is our Server Host changed the operating software and it is not compatible with MS FrontPage. It is an ongoing repair project. For what it's worth, several other military web sites are suffering as well.

If you have something you wish to add to the site; TAPS additions, photos, eulogies, sea-stories, etc., I can still do that for you. So just send them to me.

It's a fairly safe bet that Irene and I will not be able to attend the reunion on Hilton Head Island this year. There are several good (and I'm sure, shared) reasons. I'm also somewhat disappointed that we will not be there. Hilton Head Island sounds like a wonderful place, with lots to see, lots to do (or not), sit on the beach with old friends drinking Rum "somethings". For that

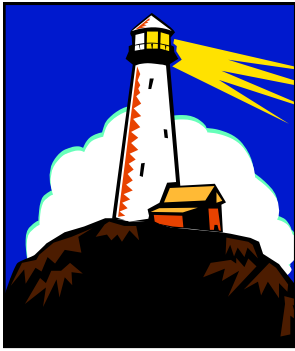
reason I'm sorry we can't be there. For those of you who will be there, please send me lots of photos in the e-mail this year and make me feel really miserable. I'll post them on the site.



Holiday Routine, Crew Relaxing On The Fantail



Lady just taking it easy



MESSAGE FROM THE LEBANON/PERSIAN GULF REPRESENTATIVE

(Danny Fielder)

Hello everyone how are things going?

Yes, it is Danny Fielder from the Lebanon/Persian Gulf ERA once again.

No, you did not hear from me in the fall issue of the Bounce. I was trying to give you a break.

We had a great time in Nashville last year, wish everyone could have been there. However, the Lebanon and Persian Gulf ERA folks did have a better showing. Check this out, we even had a shipmate who lives on Guam come to the states just for the reunion. That is pretty impressive, especially in this economy.

I have been asking you folks to come and join us. You will have a wonderful time. Just in case you did not know

it will be in Hilton Head, S.C. this year.

Please try your best to make this one. My wife, Sheila, and I are really amazed at the spark's from the Vietnam ERA. Their wives make us feel like we are a part of a special family oh! 'that's because we are,' THE BATTLESHIP NEW JERSEY family.

Yes, you are part of the same family. Come on guys lets have the best showing from the Lebanon/Persian gulf ERA. There are a lot of us out there so lets spread the word.

During this last rein of the New Jersey it was out there for ten years. A lot of sailors served aboard during this period. .

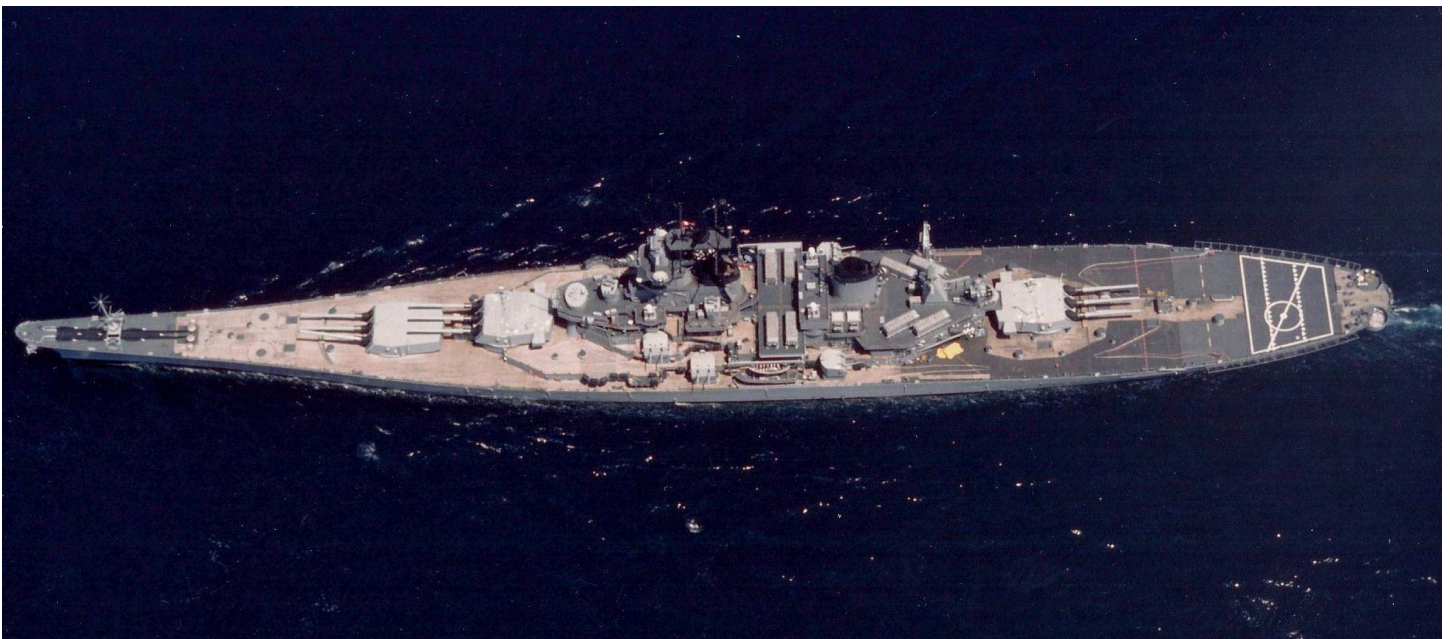
You have read my inserts in the past about the pride that has followed this wonderful ship lets not let it die.

Hope to see you in late summer at The Crowne Plaza Hotel in Hilton Head.

Thank you.

Your friend and shipmate MM3 Daniel C. Fielder.

My contacts:
Danny Fielder
5198 Bethesda Rd.
Crystal Springs, Ms. 39059
Phone (601)955-8233
E-Mail gulfstatesdanny@aol.com



USS NEW JERSEY SOME WHERE IN THE PACIFIC OCEAN

NOTE: TWO 5" MOUNTS HAVE BEEN REMOVED FROM EACH SIDE TO ACCOMIDATE MISSILES

15 May 1983

FIRST KOREAN CRUISE WAR LOG

This section of the Bounce is dedicated to all the Officers and Men that served aboard the mighty battleship during the First Korean Cruise, 16 April 1951 to 20 December 1951

21 November 1950

The USS New Jersey BB-62 was re-commissioned at Bayonne Navy Yard on May 21, 1950, Captain David M. Tyree in command.



Captain Tyree, Governor Driscoll, FLT ADM Halsey, & VADM Badger

Winter 1950/1951

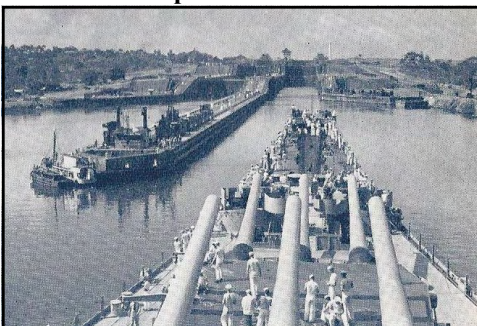
Immediately after the recommissioning ceremony Captain Tyree took the ship to the Caribbean for a shakedown cruise and to weld the crew into a lean mean fighting machine.

16 April 1951

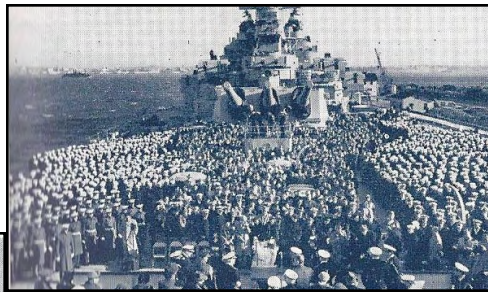
The ship departed Norfolk Naval Ship



Families Watch From Pier 7 as Ship Departs Norfolk



Entering Gatun Lock, Panama Canal



In Spite of Cold Weather a Large Crowd Witnessed the Recommissioning



A Few Days at Famous Waikiki Beach and then on to Japan

Yard and headed for the Panama Canal and then on to Hawaii for a few days to refuel and resupply and then on to Japan..

17 May 1951

Arrived off the East coast of Korea as the flagship of the 7th fleet.

20 May 1951

At 0330 local time the New Jersey commenced firing her main battery at targets near Kosong. These were the first shots that the great ship had fired in anger since WW II.

Later in the afternoon the ship was joined by the USS Manchester and destroyers

Duncan and L. F. Mason proceeded north to Wonsan.

21 May 1951

The ship proceeded into the inner harbor, dropped her anchor and commenced firing at targets of opportunity. At daylight, both main and secondary batteries shifted to previously noted shore batteries on Hodo Pando and the Kalmagak peninsulas. Several gun emplacements were destroyed by effective fire. At 0930 shore batteries on Kalmagak opened fire on the New Jersey. One hit was received on the number one turret and a near miss aft on the port side. Seaman Robert H. Osterwind was mortally wounded and Seamen J. E. Schaniel, J. H. Dzekon, and J. A. Bailey were wounded.

The main battery immediately opened fire and destroyed the shore battery.



North Korea 1951



1 MAY 1951

Prior to the New Jersey arriving for action in Korea one of the most unique and successful aerial operations of the war was conducted. Eight AD-1 Skyraiders from Attack Squadron 195 and Composite Squadron 35 launched aerial torpedoes against the Hwachon Dam. The squadrons scored hits on the flood gates, flooding the Han and Pukhan River valleys. To this day the two squadrons are nicknamed "THE DAMBUSTERS."

This was the first US Navy aerial torpedo attack, since WW II, and it was also the last.

23 May 1951

At 0140 the New Jersey accompanied by destroyers Thomason and Buck traveled to Yangyang. Shortly before midnight the following day the three ships fired at troop concentrations west of Yangyang. The ships remained in the area for the next 7 days destroying a large truck convoy, three ammunition dumps, one bridge, several buildings and an important supply assembly point. In addition highway and rail junctions were hit.

During this time the New Jersey helicopter was reported lost during a rescue operation of a downed pilot off the USS Boxer. Pilot Lt. G. Tuffanelli and crewman J. B. Williams were last seen by friendly planes attempting to make the Kangnung airstrip. The captain

and crew spent three anxious days before receiving word that the helicopter crew had cleared enemy territory and were safe.

4 June 1951

The Jersey accompanied by 2 destroyers made her second raid on the port of Wonsan. This time she did not enter the harbor and use her main battery to thoroughly blast rail and supply facilities on Hodo Pando and Kalmagak.

28 June 1951

Back again to Wonsan, the Big 'J' struck hard at the much-battered port. Numerous gun emplacements and command posts were battered with both main and

secondary battery.

Again the shore batteries on Kalmagak and Hodo Pando returned fire. This time the shells fell harmless into the water. The fire from both the main and secondary battery quickly silenced the enemy guns.

4 July 1951

The Big 'J' moved into position to support the 1st R.O.K. division facing communist troops on the coastal hills east of Kansong. The ship continued to bombard the area for the next 3 days helping the R.O.K. division's limited offense to be successful. R.O.K. spotters reported that enemy mortar positions and battalion emplacements were destroyed and that the enemy casualties rate was as high as 65% due to the accurate Naval fire.



16" Ammo being loaded. Yorktown '51

Loading Ammunition



Buildings hit by main battery

11 July 1951

The Big 'J' was again called to furnish main battery fire support along the bomblines at enemy reorganization positions. Troops, ammunition, and supplies were hard hit.

16 July 1951

The ship was dispatched for a revisit to Wonsan to neutralize active enemy gun positions. Five gun emplacements were destroyed and numerous others were severely damaged. The ship did not receive counter battery fire this time.

17 July 1951

The ship was back at the bomblines supporting ground troops which were under heavy pressure by the enemy. After a night of harassing fire against entrenched troops, the guns were trained towards specific targets. Within the next three days the enemy rallied and launched two attacks, but due to the heavy toll inflicted by the main battery both drives were halted with devastating losses.

This was the most effective shooting the ship displayed during the Korean War.

The ship continued to provide harassing fire throughout the nights and interdiction fire during the day. On the fourth morning the enemy again attacked but with the Big 'J' fire support the attack was contained.

29 August 1951

In an effort to ease pressure on the R.O.K. troops the Jersey was joined with destroyers Marshall and Wedderburn to form a fire support element for an amphibious demonstration in the rear of the enemy lines. On a split second pre-arranged schedule the Big 'J'

blasted the assigned beach areas with sixteen inch shells in preparation for the "fake" landing.

During the night the ship returned to the bomblines to provide harassing fire.



Captain Tyree Awards Purple Hearts Medals to Seamen J. E. Schaniel, J. H. Dzekon, & J. A. Bailey

During this period the fire support spotting was accomplished by 1st LT. Kirk (US Marine Corp.) and Ensign Garrard from the New Jersey helicopter. The fire was directed at marshalling yards, road junctions and villages in the area. The spotters reported excellent results, two bridges damaged, rail tracks damaged, buildings and warehouses demolished.

The following morning the ship moved north to the Changjon area and using both main and secondary battery caused extensive damage to troop areas and warehouses.

21 September 1951

Shortly after midnight in company with the destroyer USS Kidd the ship reported on station off the bomblines and commenced firing her main battery in night harassing bombardment. With the arrival of daylight she shifted her fire to assigned targets. The bombardment achieved excellent results with the destruction of one bridge, one small dam, and several enemy artillery positions. The Shore Fire Control Party reported that this was the best shooting they had ever seen.

Bombardment in this area continued until the 24th when the ship was dispatched to render assistance to an R.O.K. Patrol Frigate APNOK (PF 62) which had been hit by enemy gun fire.

On arrival in the area, the Frigate was lying under the watchful eyes of two destroyers. The wounded personnel were transferred to our ship. Then the Big 'J' moved into position and opened fire on known and suspected gun emplacements in the Kojo area. These targets were completely destroyed after a six hour bombardment.



North Korean Refugees Crossing Damaged Bridge

Prior to midnight the ship set course for the bomblines area and upon arrival commenced harassing fire. With the coming of dawn the main battery shifted to designated targets, hitting several pillboxes, mortar positions, gun emplacements and two ammunition dumps. Firing continued throughout the day and was supplemented in the afternoon by a strike of AD-1 dive bombers from the 7th Fleet.

1 October 1951

General Omar Bradley (Chairman of the Joint Chief of Staff), General Matthew B. Ridgeway (Commander in Chief Far East) came aboard to confer with Admiral Martin.

5 October 1951

On the morning the New Jersey in company with several destroyers of the Task Force moved in and began bombardment of the Hamhung-Hungnam area with Task Force 77 air spotters. This firing destroyed enemy railroads, ammunition dumps, and an oil refinery. A high toll of enemy troops were also alienated.

In the afternoon enemy shore batteries opened fire, forcing the minesweepers to retire to seaward. Shells fell close to both sides of the ship but no injuries nor damage was reported. The secondary battery in conjunction with the destroyers quickly silenced the shore batteries.

During this engagement the New Jersey's helicopter piloted by Lt. Tuffanelli rescued a pilot from Task Force 77. This rescue was accomplished under heavy small armed fire and cover by aircraft for the Task force.

For this action Lt. Tuffanelli was later awarded the Distinguished Flying Cross.

This was one of the most exciting and busiest days the crew had experienced.

6 October 1951

The ship moved north to Songjin where both main and secondary battery fire blasted bridges, railroad tracks,

gun emplacements and a tunnel. One bridge was hit in two places and 250 yards of track and the approaches to the bridge were destroyed. Later in the afternoon the secondary battery de-

bunkers, artillery positions, many troops, and an ammunition dump.

Throughout the night the ship supplied harassing fire. With the arrival of day-



stroyed one locomotive and several boxcars.

“YES” The Big Gun Makes Noise

light, and Shore Fire Control Parties

10 October 1951

The New Jersey in concert with a destroyer struck at the Kojo area again. This attack was different as it was carried out under the tactical command of UN forces other than American.

The air spotting was accomplished by the Australian Navy pilots from the HMS Sidney. The HMS Belfast and New Jersey coordinated a very successful fire mission. This was a very well planned and coordinated strike with hits on enemy troop concentrations, barracks and bivouac area in addition to gun emplacements and warehouses.

16 October 1951

We were back again to the bomblines in support of ground troops. Using air spotters from Task Force 77 the main battery destroyed

ties doing the spotting the ship was able to destroy supply dumps, mortar and artillery positions and several troop concentrations. It was reported that after the 5 hour bombardment that there were over 500 enemy troop casualties, 10 artillery positions, trenches and bunkers destroyed. In addition there was one tremendous secondary explosion in an ammunition storage dump.



The USS New Jersey steaming along under the protection of aircraft from Task Force 77

REPLUNSHING AT SEA

This was not as easy task and required highly skilled seamen. Not easy but essential

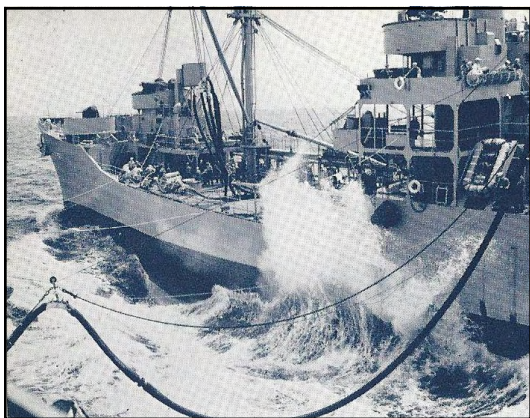
REFUELING AT SEA

There are many aspects to war required in keeping both the ship and men in fighting shape.

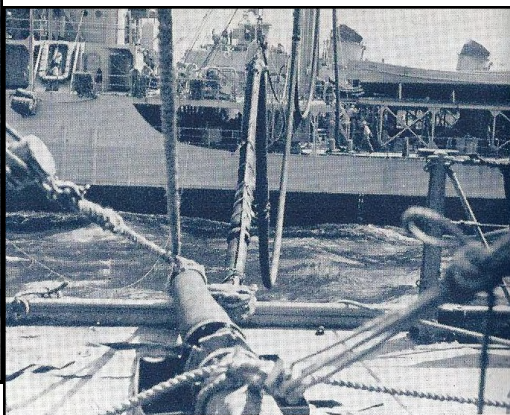
Many of these tasks are not as exciting as firing the great guns. Several of these tasks are mundane, like resupply-

ing the ship with food, water, ammunition, and fuel. In order to keep any mobile unit in fighting shape it must have fuel. The New Jersey is no exception and often must be refueled at sea.

This was a very difficult and dangerous task but also very necessary in-order-to keep the ship close to the battle area. The Jersey would refuel from tankers and often supply fuel to the destroyers in an effort to retain the integrity of the fire support team.



USS Cacapon AO 52 topping off the New Jersey at sea



Neatly rigged lines feed our tanks from the tanker

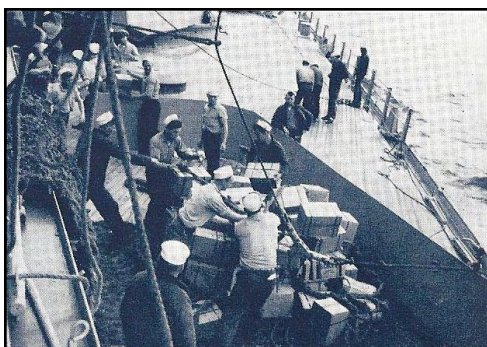


Fueling completed fuel line uncoupled and capped

RESUPPLING AT SEA



40 mm ammunition unloaded



Provisions from USS Polaris AF11



16 inch powder tank



Working Party unloads a cargo net onboard

2 NOVEMBER 1951

The ship set out on her second raid of the North Korean coastal cities and communication lines. This operation was one of the most extensive, it was to extend farther north than the ship had been and bring her big guns to bare on the northernmost city of Chongjin. (This was only a few miles south of the Russian Naval Base at Vadavostack).

This would be an extended trip traveling over 300 miles north of the bomblines. Aircraft spotters would be from both Task force 77 and our own Helicopter.

On day One the ship blasted targets in the Wonsan area. Several gun emplacements were destroyed, and approaches to bridges were damaged. There was no counter-battery fire which was an indication of the effectiveness of the constant UN bombardment of this important North Korean port city.

Day Two found the Jersey in the Hungnam area and proceeded to pound communication targets. One bridge was completely destroyed and a second badly damaged. Over 700 feet of railroad track was destroyed, a marshalling yard rendered impassable and gun emplacements damaged or destroyed.

Shore batteries opened erratic fire but it was both very inaccurate and brief. Immediately the Big 'J' and accompanying destroyers silenced the shore batteries.

Day Three & Four found the Jersey pounding the Tanchon-Iwon area. Railroad junctions, marshalling yards, railroad bridges and tunnels were the main targets.

Day Five the Big 'J' struck Chongjin. This was an important assembly center and feed point for the East Coast supply routes.

This series of raids on the North Ko-

rean coast was the most extensive engagement the ship had experienced and was evaluated as the most effective in severing supply lines, communications, and troop concentrations.

11 November 1951

Captain Tyree set sail for the West Coast of Korea. This was to be the ship's first appearance on this side of the peninsula and was again to be under the control of UN Naval Command.

In the vicinity of Chang-San-Got peninsula with spotters from the Australian Naval pilots fired on enemy troop positions. The assessment was that it was a "Jolly Good Job." This operation was to be the ship's last Korean campaign.



Peace Talks in P'anmunjom North Korea

Peace talks were taking place in P'anmunjom and everyone was convinced that the war would soon be over.

17 November 1951

After arriving in Yokosuka, Japan Captain Tyree turned over command of the ship to Captain F. M. McCorkle. After the transfer of command Admiral Martin, Commander Seventh fleet presented awards to 56 officers and men.

Interesting statics

- 3,000 rounds of 16 inch were fired
- 3,900 rounds of 5 inch were fired



- Traveled over 49,000 miles in the Korean Theatre
- Traveled over 70,000 miles
- 56 Officers and Men received awards

In addition to the aforementioned:

- 2,300 Officers and Men did an outstanding job in preserving peace and through their efforts many American and UN military men's lives were saved.



Combat Casualties of the Korean War

21 May 1951

This was a day that will remain in the history of the ship and more important in the minds of all the sailors on the ship that day.. The day started with the ship in company with the USS Manchester (CL 83), destroyers USS Duncan and USS Mason entered the inter harbor at Wonsan.

The ship dropped anchor and commenced main battery firing at pre designated targets.

Ships Log

0310: Fire was detected in 40 mm mount #42. The fire was caused from burning particles from the 16 inch firing that ignited oil from an open can in the mount.

0327: Fire was extinguished. One 40 mm shell exploded and all other affected shell were jettisoned into the water. No personnel or material damage.

At dawn the ship commenced firing at pre assigned targets on both Hodo Pando and Kalmagak peninsulas destroying several enemy gun emplacements.

0913: One of the helicopters was launched with a photographer aboard to take pictures for public relations.

0930: Observed enemy shore battery fire from

Robert H. Osterwind

0932: Turret # 1 was hit. One near miss to the Port side. One sailor (Seaman Robert H. Osterwind) was mortally wounded and 3 others seamen (Seaman Apprentice J. E. Schanie, Seaman J. H. Dzekon, and seaman J. A. Bailey) were wounded.

0933: The ship went to General Quarters and commenced counter battery fire with both the main and secondary batteries.



**Mr. & Mrs. Osterwind visits the ship
December 1951**

0945: The shore batteries were silenced and cease fire was ordered. Damage to the ship was very slight.

1001: The ship was underway to clear Wonsan harbor.

HMC Donald Donaghy, Retired, remembers the day as if it was yesterday.

Mr. Donaghy writes: I was an HM2 in H division on the Jersey. I was on my way to the bridge (my battle station) and was immediately behind Bob as he was about to ascend the ladder to the second deck when he received a piece of shrapnel from

the enemy shell. The shrapnel entered below his right arm, entered his chest, severing his aorta. He fell backward, into my arms and I proceeded to lift (drag) him into the Officers Wardroom, where we attempted to keep him breathing, to no avail. It was a moment in my life that shall remain

until I hopefully enter the pearly gates. There were several other shipmates present when this happened, but for the life of me I just cannot remember who they were. Although, I didn't know Bob personally, when a shipmate dies in your arms, YOU WILL NEVER FORGET HIM—AND I NEVER WILL.

Robert H. Osterwind Memorial

The greatest wish of everyone anyone aboard the USS New Jersey was that we might face our dangers, do our jobs, and return to our home port without having paid that highest price to often demanded of those who engage in warfare. This wish was denied us when Robert H. Osterwind, SN died of wounds received in action against the enemy during the shore bombardment in Wonsan harbor, May 21, 1951.



**Mr. R. C. Hendrickson accepts a check for the
Damon Runyon Fund from YN3 Innocenti**

The loss was irreparable, both to his shipmates and to his parents and loved ones at home. Memorials are often raised in honor of deceased heroes, but too often they are of stone, lifeless objects of little use to the living. By presenting a check to the Damon Runyon Cancer Fund in seaman Osterwind's name, the ship's company felt that they have raised a memorial to their departed mate that is a living one and one that will be of active benefit to others who are fighting the deadly fight against cancer.

ASSAULT FROM THE SKY



Sikorski HO3S-1 Helicopter

The 1st Marine Brigade went to Korea in 1950 as an air-ground team. An infantry regiment and three air squadrons. The force included four HO3S-1 helicopters which were handy for medical evacuation and reconnaissance but too small to haul troops.

In 1951 Marine Helicopter Squadron 161 arrived in Korea with 15 new Sikorski HES-1 choppers big enough to carry six riflemen. On 20 September 1951 the Marines launched a new age of military mobility when the helicopters shuttled 224 Marines into combat

on Hill 884 in North Korea.

This breakthrough initiated the doctrine of '**Vertical Envelopment**' a Corps innovation of lasting impact.

The Marines used these helicopters successfully in Korea to develop a new military doctrine.

However, these helicopters were equipped with internal combustion engines with an unacceptable power to weight ratio.

This greatly reduced the tactical capability and use of the combat helicopters in Korea. In hot weather the helicopter could only carry three riflemen.



Sikorski HES-1 Helicopter with Marine Assault Troops

The helicopter only became a useful military tool when it was married with the turbo jet engine. This provided the necessary power to weight ratio.



Dreadnought in Vietnam by Jason Hall

Over the past year, Mr. Jason Hall, Vice President of Curatorial Affairs and Education has been soliciting funds, designing, and building a new exhibit dedicated to the USS New Jersey's participation in the Vietnam War. This exhibit focuses on the historical role the ship undertook (the only battleship in commission) during that period.

This third career of the USS New Jersey began on April 6, 1968, when she was recommissioned at the Philadelphia Naval Shipyard with Captain J. Edward Snyder in command. After several short shakedown cruises to ensure the integrity of the ship and crew she was off to War. She traveled through the Panama Canal, on to California, then to Hawaii, and finally arriving off the Vietnam coast with her crew poised and ready for action.

On September 30th she fired her first shots in anger since the Korean War.

Firing both her main and secondary battery at Communist positions in and around the Demilitarized Zone (DMZ). She remained on station for six months and fired almost 6,000 rounds of main battery and 14,891 rounds of secondary battery shells. This is more rounds than she fired throughout both WW II and two Korea Cruises combined.



The devastation wrought by these bombardments included the destruction of 655 bunkers, 62 weapon sites, 75 caves and tunnels, and over 495 other structures. The ship also pro-

vided interdiction fire to constantly harass enemy troops. Historians agree that every day the ship was on the bomb line over one hundred American lives were saved.

The ship returned to Long Beach, California in May 1969, her first visit to her new homeport in eight months. During this period of time her crew

was reading the ship for it's second tour of duty in Vietnam. Instead of steaming back to provide 'Firepower for Freedom,' on August 22, 1969, the Secretary of Defense ordered the ship decommissioned. This was a blow to the entire crew, politics had done what no enemy was ever able to do. Five days after receiving the decommission notice Captain Snyder was relieved by Captain Robert C. Peniston. During the decommission-

ing ceremony Captain Peniston reiterated the words from previous decommissions, **"Rest Well, Yet Sleep Lightly; and Hear The Call, If Again Sounded, To Provide Fire Power For Freedom."**

The new temporary exhibit will highlight the missions, and service of the crew during this period. A large portion of the artifacts to be displayed are from Captain Snyder's collection. These artifacts are on loan from Mr. Kenneth Kersch, a Machinist Mate, that served aboard during the Vietnam War period. The exhibit will help educate our visitors as to the importance and major impact the ship provided during that War.

Additional artifacts pertaining to the ships involvement in the Vietnam War (donated over the past several years by crewmembers) will also be incorporated into the exhibit. Several of these are very unique including the primer used to fire the first main battery shell at the enemy on September 30th.

It is imperative that the story of the USS New Jersey's participation in the Vietnam combat be displayed. Many people have no appreciation for the Navy's role in that conflict nor the importance's that the USS New Jersey played. The Battleship New Jersey Museum & Memorial is the optimum location to delineate the support provided by the Navy to American ground forces in the war.

Presently, we are within \$5,000.00 of making this project a reality. We need your help and support to get over the last hurdle and make this happen.

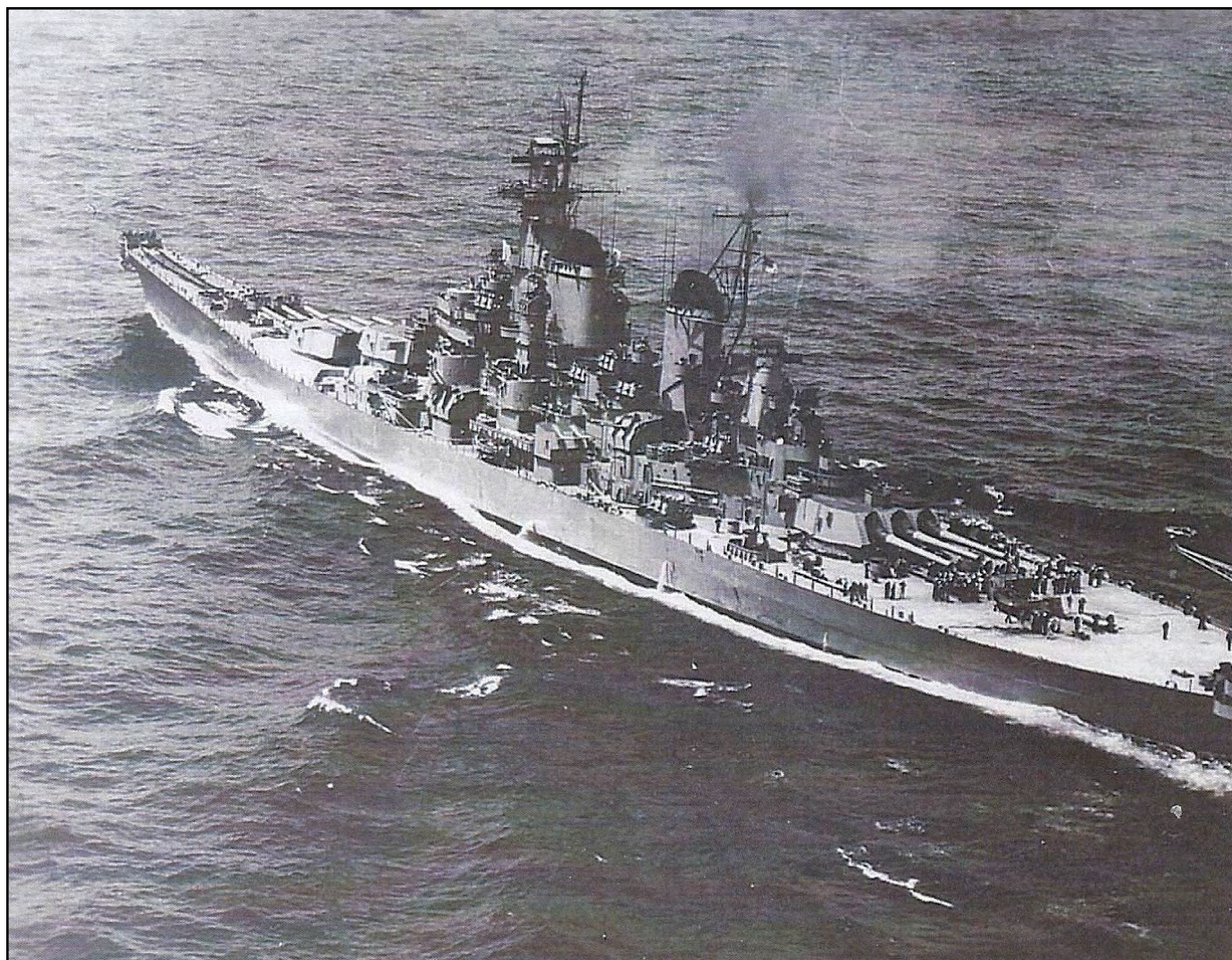
Please send donations to the following:

Mr. Jason Hall
Vice President of Curatorial Affairs & Education
Battleship New Jersey Museum & Memorial
62 Battleship Place
Camden, NJ 08103

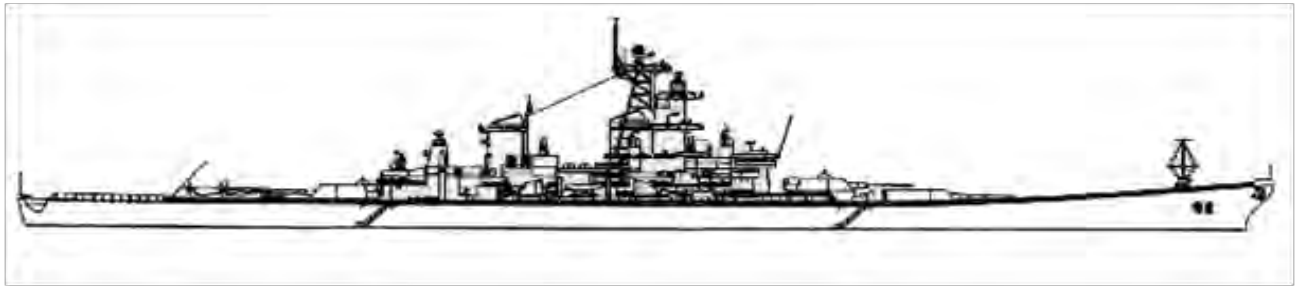
In addition, please send an accompanying letter with your check directing that the monies are restricted and to be used only for the New Vietnam Exhibit.

If anyone has artifact from this era or any other era and would like to donate it to the ship please contact:

Mr. J. Hall by mail, Email, or phone
(J.Hall@battleshipnewjersey.org,
856-966-1652 Ext. 201)



USS New Jersey BB 62 November 1951



SHIPMATES

Last September Jim Fotopoulos and Gene Consolo sent out an Email to members of both 'C' and 'E' divisions:

On August 1st 2010 Gene Consolo and Jim Fotopoulos took a 5 day trip to the USS New Jersey. They had made arrangements to be a part of the volun-

teers that work daily to maintain the ship. This group consists of ex-sailors, Army and Air Force personnel, and even one FBI agent. Only a few had served on the New Jersey, one being an 85 year old seaman that had served from 1943 through 1945. He even brought his grandson to help.

This group of dedicated volunteers have logged over 500,000 hours working to maintain the ship. This is the equivalent to 266 man years.

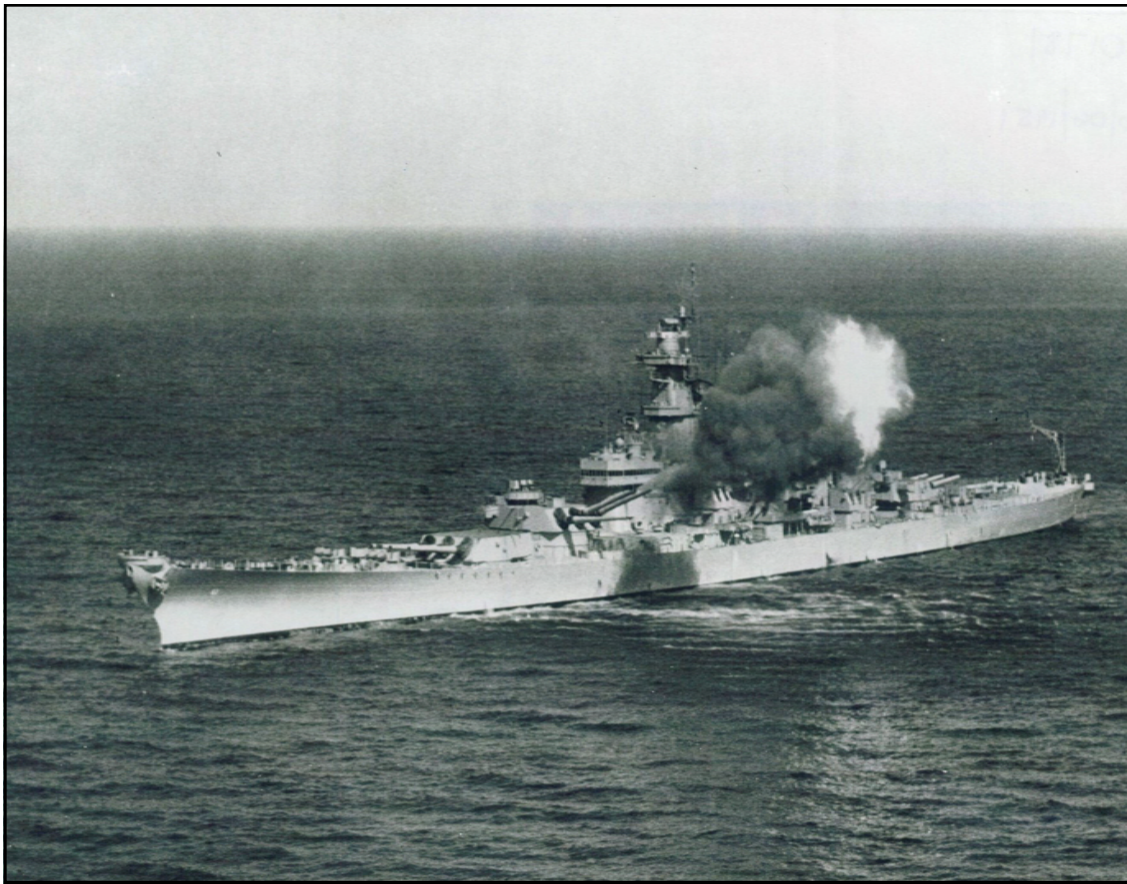
Now, there is a real dilemma, because

of budget cutbacks, limiting funds available to maintain our great ship.

These volunteers do not have sufficient materials. Their biggest need right now is paint.

The volunteers have provided us with

We are trying to raise funds to purchase paint as needed. In an effort to streamline the process the funds will go directly to the maintenance team. The purpose of the Email was to alert the members of the problem and ask for help in funding this project.



**USS New Jersey Off The Korean Coast, November 1951
2 gun salvo from the # 2 turret**

Courtesy of Mr. Robert Smith (Naval Memorial)

the specifications for the paint. We are in the process of setting up an account with Home Depot in Camden. This is the company that provide the paint for the ship.

Think about how many gallons of paint are needed? We fully realize the economy is not in the best condition and for many times are tough. But we also think of how fortunate we are to still have our ship afloat and not scrapped, or sold to

Gillette for blades.

Well Jim and Gene now have everything in place and would welcome your donations. They have worked with the management of Home Depot and will receive a 20 % discount on the paint.

Jim and Gene have put in place a process where they supply gift certificates from Home Depot to enable Harry Ruhle, maintenance crew leader, to

is needed to maintain the ship.

We hope that you will be able to participate in this worthy project. Any

Please contact Gene indicating the amount your are pledging. Your check can then be forwarded to Gene.

Please make out the check to Mr. Consolo and state on the check that this money is to be used for the USS New Jersey Paint Project.

After purchasing the paint, Gene will send you a copy of the Home Depot receipt for your tax records.

We appreciate any help you can afford.

Sincerely,
Gene Consolo & Jim Fotopoulos

Gene Consolo,
990 Cape Marco Drive
401
Marco Island, FL 34145
Phone 239-389-2228

Cell 248-321-2204

Email: ecc8176@comcast.net

purchase paint products.

Several of you have indicated that you would like to participate in this project of **THANKS** to our maintenance crew and our great ship.

We will send these gift certificates to Mr. Ruhle as soon as possible. For your information a 5 gallon container of paint cost approximately \$100 with the 20 % discount.

Anyone that has served on the USS New Jersey knows how much paint

amount, both big and small, will be greatly appreciated. Additionally, the amount of your gift will remain strictly confidential.



Task Force 77 off Korea. 1951



Liberty Call Japan 1951 (note how well the ship is painted)

TRUE OR NOT TRUE



USS William D. Porter DD-579

Named for Commodore William D. Porter (1808–1864).

Fascinating Story of a relatively unknown piece of American Naval History
By Kit Bonner, Naval Historian

From November 1943 until her demise in June 1945, the American destroyer William D. Porter DD 579 was often hailed whenever she entered a port or joined other Naval ships with the greeting: **‘Don’t shoot, we’re Republicans!’** For more than a half a century the US Navy kept a lid on the details of the incident that prompted this salutation. A Miami news reporter made the first public disclosure in 1958 after he stumbled upon the truth while covering a reunion of the destroyer’s crew. The Pentagon then reluctantly and tersely confirmed his story.

The Willie D. was placed into commission on July 1943 under the command of Wilfred Walker, a man on the Navy’s fast career track. In the months before she was to accompany the Iowa

across the Atlantic in November 1943 the Willie D. and her crew learned their trade. They experienced the normal problem of a new ship with a novice crew and were able to satisfactorily resolve them.

In 1943 when leaving port to escorting the USS Iowa, carrying President Franklin D. Roosevelt, Secretary of State, Cordell Hull and all of the country’s WW II military brass to the Big Three Conference in Tehran, she was backing down when her anchor accidentally damaged a nearby sister ship. Her anchor tore down the other destroyers railings, life rafts, ship’s boat and various other formerly valuable pieces of equipment. Fortunately, the Willie D. merely had a scraped anchor but her career of mayhem and mishaps had just begun.

Twenty four hours later they joined two other destroyers to escort the USS Iowa and her secret passengers to North Africa. Since they were going into known U-boat waters they were order to maintain strict radio silence, as speed and silence were their best defense.

Suddenly, a tremendous explosion rocked the convoy. All the ships commenced anti-submarine maneuvers. This continued until the Willie D. sheepishly admitted that one of her depth charges had fallen off her stern and exploded. The safety had not been set as instructed. Captain Walker was watching his fast track career slowly becoming side-tracked. Shortly thereafter, a freak wave inundated the ship,

Stripping away everything what wasn't lashed down. A sailor was washed overboard and never found. Next the fire room lost power in one of its boilers. The Captain, by this point, was making reports almost hourly to the Iowa on the Willie D's difficulties. It would have been merciful if the force commander had detached the hard luck ship and sent her back to Norfolk. But, NO, she continue with the convoy.

The morning of 14 November 1943 dawned with a moderate sea and pleasant weather. The convoy was just east of Bermuda and the president and his guests wanted to see how the big ship could defend herself against an air attack. The Iowa launched a number of weather balloons to use as anti-aircraft targets. It was exciting to see more than 100 guns shooting at the balloons, and the President was proud of his Navy. Just as proud was Admiral Ernest J. King, the Chief of Naval Operation and more important of his mighty dreadnaught. Disagreeing with admiral King meant the end of a Naval career.

Over on the Willie D, Captain Walker watched the fireworks display with admiration and envy. Thinking about career redemption and breaking the hard luck spell, the Captain sent his impatient crew to battle stations. They began to shoot down the balloons that the Iowa had missed as they drifted into the Willie D's vicinity.

Down on the torpedo mounts, the crew watched, waiting to take some practice shots of their own on the big battleship which even though 6,000 yard away, seemed to blot out the horizon. Sailors Lawton Dawson and Tony Fazio were among those responsible for the torpedoes. Part of their job involved ensuring that the primers were properly installed during actual combat and removed during practice. Once a primer was installed, on a command to fire, it would explode shooting the torpedo out of its tube. Unfortunately, on this particular morning Dawson had forgot-

ten to remove the primer from torpedo tube # 3. Up on the bridge the new torpedo officer, unaware of the danger, ordered a simulated firing. "Fire 1, Fire 2, Fire 3." All hell broke lose as the unmistakable whooooshhhing sound made by a successfully launched and armed torpedo departed the torpedo tube. Lt. H. Steward Lewis who witnessed the entire event including viewing the torpedo hitting the water on its way to the Iowa and some of the most prominent figures in world history. Lewis innocently asked the Captain, "Did you give permission to fire a torpedo?" Captain Walker's reply will not ring down through naval history ... although Farragut's immortal 'Damn the torpedoes' figured centrally within. Initially there was some reluctance to admit what had happened, or to even warn the Iowa. As reality sunk in crew members began racing around shouting conflicting orders and attempting to warn the flagship of the imminent danger. First, there was a signal light attempt to warn the Iowa about the torpedo. Unfortunately, the signalman gave the wrong signal indicating that the torpedo was heading in another direction. The next signal indicated that the Willie D was going in reverse at full speed. Finally, the Captain decided to break the strictly enforced radio silence. The radio operator on the destroyed transmitted "Lion (code name for the Iowa) come right." The Iowa radio operator, more concerned about radio procedure, requested that the offending station identify itself first. Finally, the message was received and the Iowa began turning to avoid the speeding torpedo.

Meanwhile, on the Iowa's bridge, word of the torpedo firing had reached FDR, who asked that his wheelchair be moved closer to the railing so he could see better what was coming his way. His loyal Secret Service guard immediately drew his pistol as if he was going to shoot the torpedo. As the Iowa began the evasive maneuvers, all of her guns were trained on the Willie D. There was some thought that the Porter

was part of an assassination plot. Within moments of the warning, there was a tremendous explosion just behind the Iowa. The torpedo had been detonated by the wake kicked up by the battleship's increased speed. The crisis was over and so was Captain Walker's career. His final utterance to the Iowa in response to a question about the origin of the torpedo was a weak, "We did It."

Shortly thereafter, the brand new destroyer Captain and the entire crew were placed under arrest and sent to Bermuda for trial. It was the first time that a complete ship's company had been arrested in the history of the US Navy. The ship was surrounded by Marines when it docked in Bermuda, and held there several days as a closed session inquiry attempted to determine what had happened. Torpedo man Dawson eventually confessed to having inadvertently left the primer in the torpedo tube, which caused the launching. Dawson has thrown the used primer over the side to conceal his mistake. The entire incident was chalked up to an unfortunate set of circumstances and placed under a cloak of secrecy. Someone had to be punished. Captain Walker and several other Porter officers and sailors eventually found themselves in obscure shore assignments. Dawson was sentenced to 14 years hard labor, but President Roosevelt intervened and ask that no punishment be meted out for what was clearly and accident. The destroyer was banished to the upper Aleutians where it was felt safe for anyone that came near her. She remained in the frozen north for almost a year before being resigned to the Western Pacific. Prior to departing for the new assignment she accidentally fired a five inch shell into the front yard of the American base commandant.

In December, 1944 she joined the Philippine invasion forces and acquitted herself quite well. She distinguished herself by shooting down a number of attacking Japanese aircraft.

Regrettably, after the war is was reported that she had also shot down three American planes. This was not an uncommon event on ships at this time as the gunners were extremely fearful of kamikazes and had nervous trigger fingers.

In April 1945 she was assigned to support the invasion of Okinawa. By this time, the greeting "Don't shoot, we're Republicans" was commonplace and the crew of the Willie D had become used to the ribbing.

On June 1945 the Porter's hard luck finally ran out. She was sunk by a Kamikaze plane that she had shot down. The plane was a old Japanese bomber made out of entirely wood and canvas. Fascinating Story of a relatively unknown piece of American Naval History and slipped through the Navy's defense. The plane was headed for a ship near the Porter. But just at the last moment veered away and crashed alongside the unlucky destroyer. There was a sigh of relief as the plane sunk out of sight, but then it blew up underneath the Porter, opening her hull in the worst possible location.

Three hours later, after the last man was safely taken off the ship the Captain jumped to the safety of the rescue vessel and the ship that almost changed world history slipped astern into 2,400 feet of water. Not a single sailor was lost in the sinking. After everything else that had happened it was as if the ship had decided to let her crew off safely at the end.

Fascinating Story of a relatively unknown piece of American Naval History

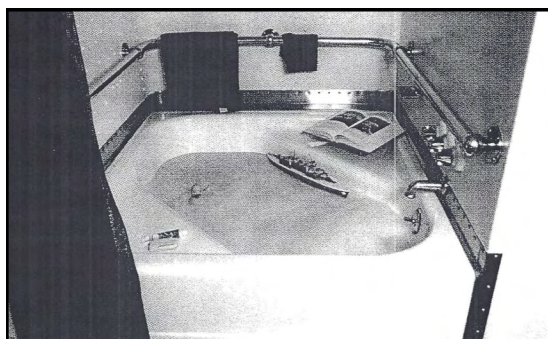
**Information furnished by
R. Smith**



Four LSTs unload both men and equipment at Inchon on September 15, 1950 (AP Photo)



Landing boats loaded with U.S. soldiers speed through the mine-infested waters of Wonsan Harbor in North Korea October 26, 1951 Approximately 50,000 soldiers and marines hit the beach to booster allied forces (AP Photo)



The only bathtub ever installed in a battleship.

This was for President Franklin D. Roosevelt who sailed aboard the *Iowa* to his historic Tehran Conference meeting in French Morocco, November 1943

I'M HAPPY TO BE ALIVE!

(by Seaman Donald G. Hauser)

The time was July/August 1951 - the ship was the USS New Jersey (BB-62) - the location was somewhere in the Sea of Japan, off the coast of Korea - the purpose was gunnery practice for the port side 5 inch 38 caliber gun-mount manned by personnel from Deck Division Four.

The crew of a 5 inch 38 gun turret consisted of two first loaders (me an untrained), two projectile loaders, two persons who trained the guns manually, if necessary, and one other person who was the gun mount captain.

The ammunition for a 5"38 was called two piece since it consisted of a powder canister and a projectile, and each piece was loaded into the gun manually by the loaders. After the canister and the projectile were in the gun tray the projectile loader hit a lever and the ammunition was slammed into the gun's breech by a ramming device. The breech closed automatically and the gun was ready to fire either under the control of the gunnery officer (in the fire tower) or by the two people who could manually train and fire the

weapon.

ACTION !!!!!!!!!!!!!!!!!!!!!!!

A slow flying plane pulling a target, or a drone plane, was flying overhead off to port and the 5"38 port side turrets opened up on the target.

My canister came up the hoist and I grabbed it and threw it in the tray. The projectile loader threw the projectile in the tray ahead of the canister and hit the lever to drive the ammunition home.

THERE WAS ONE PROBLEM!!!!!!

When I threw the canister in the tray it bounced because I failed to hold it down properly. I had had no previous training. When the ram drove the ammunition home the canister flew up and out of the tray and bounced around the turret several times. Luckily, the canister did not hit on the percussion cap or the canister might have blown up and probably burned

everyone in the turret to death.

Since the ram had gone forward the projectile went into the breech but did not seat in the rifling so there was no danger of the projectile exploding even though it had a timing device on it.

The gunnery officer (G.O.) asked why mount # 8 was not firing. The mount Captain told the G.O. by headphones of the problem we had experienced. He ordered the projectile to be thrown over the side and when the crew didn't respond immediately to his orders he became very upset. We threw the projectile over the side per his orders.

I don't remember that we ever fired that 5"38s again during that 1951 tour of duty in the Sea of Japan - - - but I'm happy the canister did not explode - when it bounced - - - **and I'm happy to be alive!**



2 North Korean prisoners at Yongsan 9/2/1950



Generals MacArthur, Almond & Adm. Struble at Inchon 9/19/1950

Donald G. Hauser who joined the U.S. Navy in January 1951, went through boots at San Diego (51-067), served about 45 days aboard USS BAYONNE (PF-21) in the Pacific and was then assigned to the USS NEW JERSEY (BB-62).

Hauser is retired, age 80, and lives with his spouse, Rose, in Des Moines, IA.

Stranger than Friction

One very pleasant summer afternoon Pete Vance (treasurer) and his wife Jean visited Frank and Emily Carfioli in New Jersey. Pete mentioned that he would like to obtain a USS New Jersey BB 62 license plate from the state of New Jersey.

Frank had remember seeing what looked to be an original license plate nailed to someone's mailbox post with a sign "Retired US Navy Veteran." Frank knew that the house had been empty for some time and a 'For Sale' sign was posted in the yard.

Pete and Frank drove over to the house to inquire about the license plate. Frank noticed that there was someone in the garage. It happened to be Tim Hopkins, the son of the owner. Tim explained that both his mother and father had passed away and that he was in the process of selling the house and that they could have the license plate. Tim went on to tell them that his father had been an original plank owner and was very proud of to have served on the ship during WW II. Tim reiterated his fathers experience

during the big war.

Frank researched the Naval archives and found that Tim's father, Joseph A. Hopkins' profile was extremely interesting and felt it worth sharing.

Joseph A Hopkins (YNC)

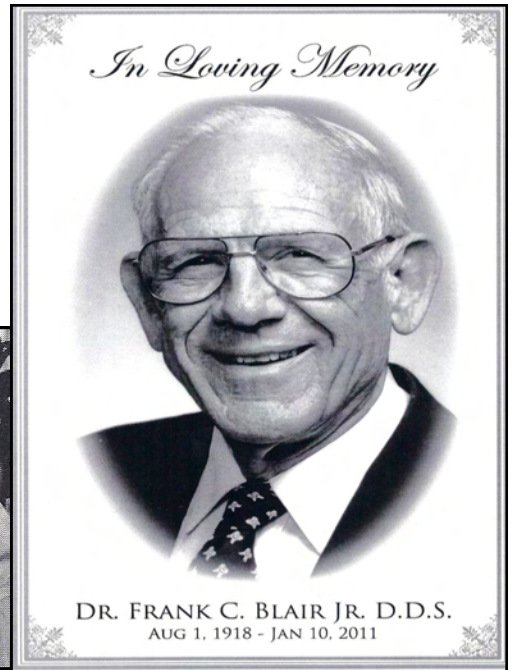
Service Date:
January 1, 1943 - June 1, 1962

Joseph A. Hopkins, YNC, stated, "My tour aboard the Battleship USS New Jersey (BB 62): service date from commissioning on 23 May 1943 to February 1945 as a seventeen year old will never be forgotten. I witnessed the famous turkey shoot at which more than 300 aircraft were destroyed."

As far as Frank knows this was the first license plate, fabricated by the



Petty Officers 'K' Division 3rd Section



state of New Jersey, honoring our ship and is now proudly displayed on Pete's new truck.

Dr. Blair DDS was a plank owner and an original member of the USS New Jersey Veterans, Org.

In addition, Dr. Blair was assigned to the ship as an Ensign in the dental department. Many of our WW II veterans remember having the doctor repair their teeth. We are all sorry to learn of his departure.



Turkish soldier sits astride a mule he took from an enemy soldier in Korea May 5, 1951. He ambushed the advancing Chinese and grabbed the mule for use in directing stragglers to the rear of Uijongbu during the Chinese offensive.



Joseph A. Hopkins

ONCE IN A MILLION

By
Allan Franks

I served aboard the "New Jersey" from May 1952 until the end of 1953 as a Naval Reserve who had volunteered for active duty. I was assigned to 'B' division.

This is a unique story and I want to share it with all of you. The probability of this ever happening again is ONCE IN A MILLION.

About a week ago I was checking out at my neighborhood 'Food Lion' store. As it was early in the day the store only had a few customers and only one checkout line. I was wearing my 'USS New Jersey' baseball cap and the only two people in line was myself and another fellow directly behind me. He

looked to be in his mid 60's.

As I was paying the cashier, he said to me, "were you on the New Jersey?" I replied, "Yes."

He said, "You saved my Life!" I looked at him uncertain how to reply to his comment.

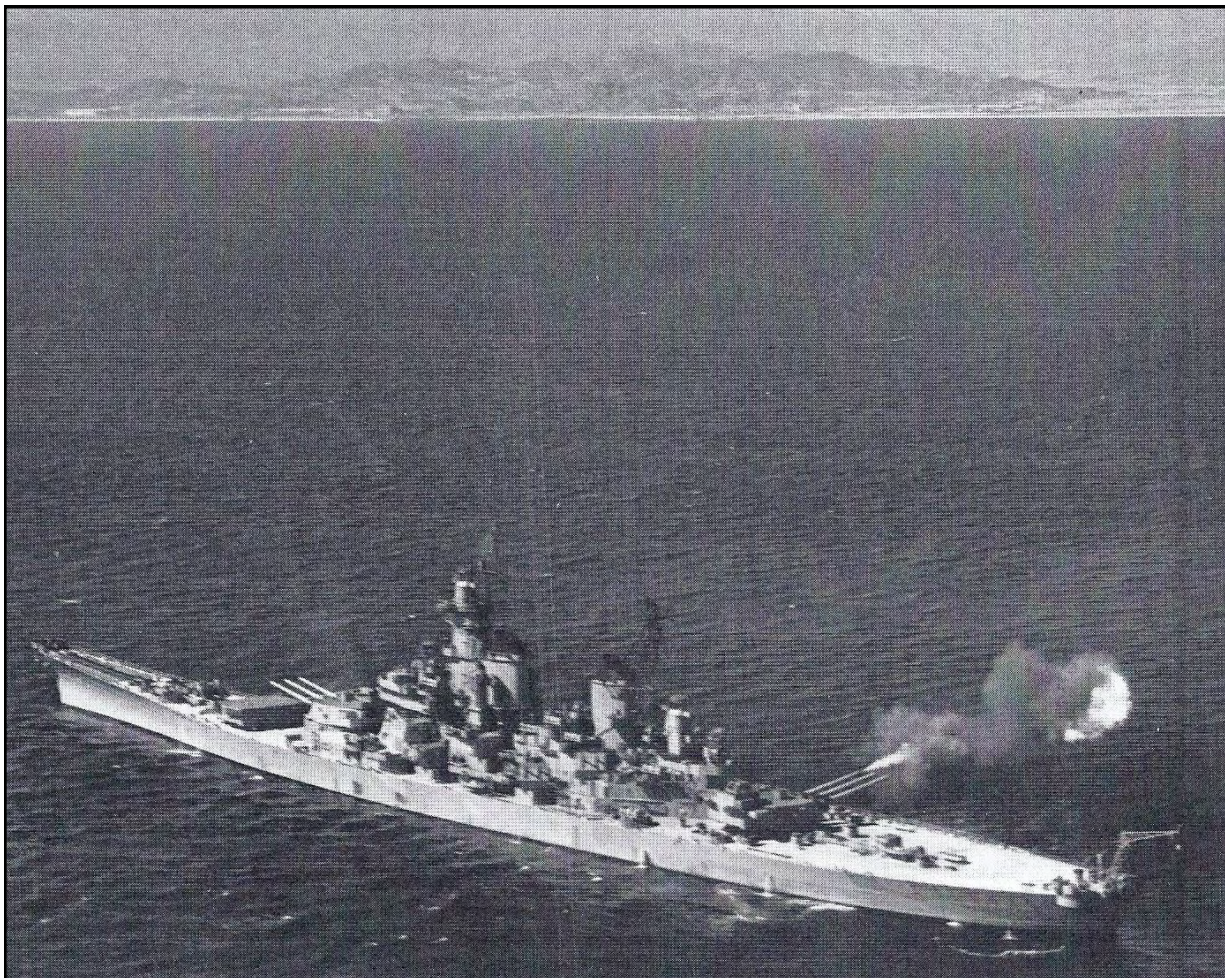
He then stated that in 1969 he was a Marine sergeant who's squad was in danger of being overrun by a superior force and desperately needed friendly gunfire support. He got on his radio and requested someone, anyone, to respond to his plea. He then heard a voice saying "This is the USS New Jersey, what are your target coordi-

nates?" I sent the coordinates and a very short time later I heard incoming shells and the roar of the 16 inch shell hitting the enemy concentration about 300 yards in front of my position.

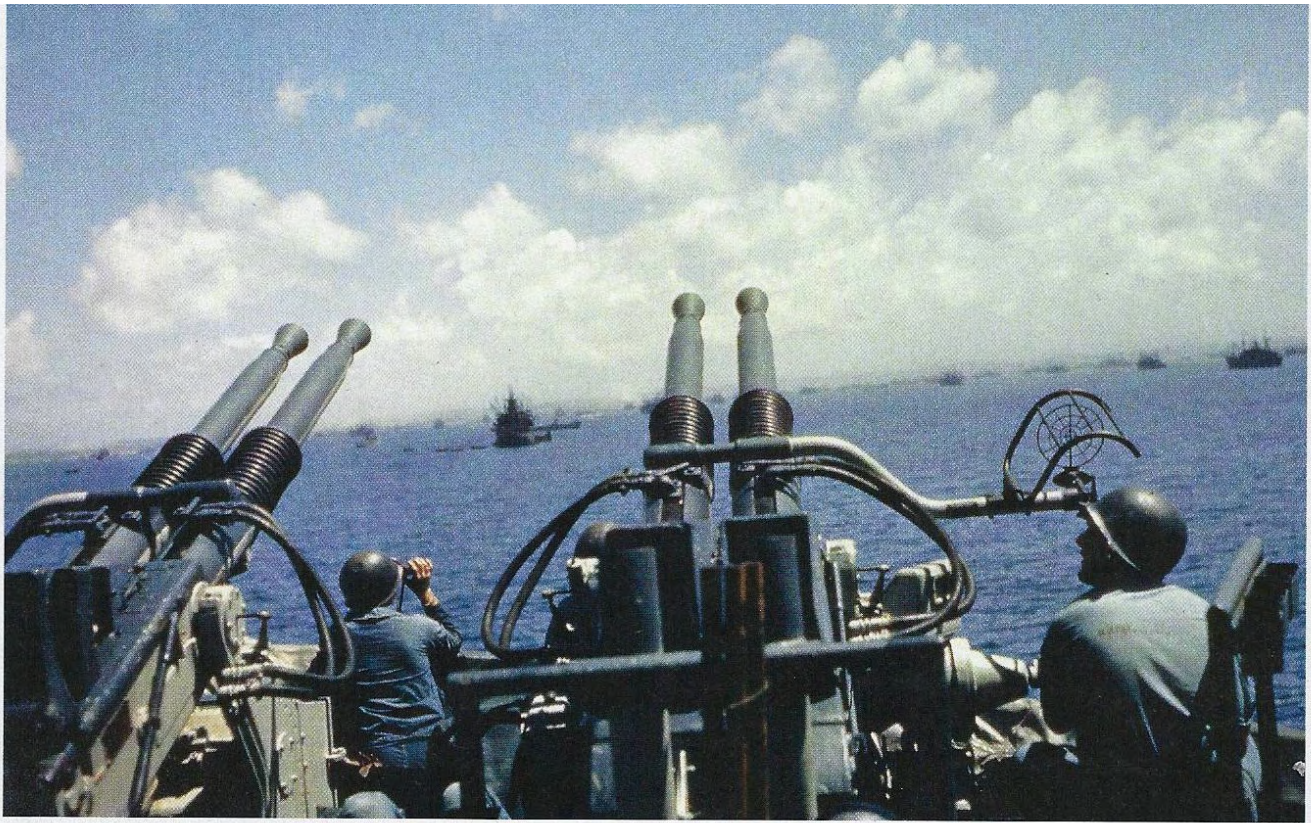
I thanked him for his service, we shook hands and I left the store, still overwhelmed by what I had just heard.

I'm still thinking about what a chance meeting I had and that most probably will never happen again.

I hope that there are other shipmates that have similar stories to tell and would like to share them with their shipmates.



**The Ship Firing # 3 Turret at Selected Targets Near Songjin, Korea
20 October 1951**



Morison (below: in 1941) said he wanted to capture “the feeling of desperate urgency” (above: U.S. ships in the Pacific, 1945).

Battle Station

Samuel Eliot Morison’s monumental eyewitness history of the Navy in World War II—now being reissued—won’t be surpassed **BY JAMES D. HORNFISCHER**

ON MARCH 23, 1942, the historian Samuel Eliot Morison wrote to his friend President Franklin D. Roosevelt to offer himself as a “sea-going historiographer” to chronicle the activities of the U.S. Navy in World War II. “In order to do it the right way,” he told Roosevelt, “I must have a living, intimate connection with the Navy *flagrante bello*. An armchair history job

after peace is concluded won’t do.” Before April was out, Morison was meeting with Navy officials to accept a commission as a lieutenant commander and discuss the logistics of his globe-spanning assignment.

That July, he boarded a destroyer and pressed into the cold swells of the Atlantic to witness the war against Germany’s U-boats. In ten other ships, over three years, Morison amassed the eyewitness experi-



ence that buoyed his 15-volume *History of United States Naval Operations in World War II*. The series, published between 1947 and 1962, was not only a comprehensive report on the Navy’s projection of power over two oceans, but a classic of historical literature that stands as the definitive treatment of its subject. And now that the

Naval Institute Press is reissuing the series, with Volumes 7 through 9 due this spring, Morison’s masterwork is worth considering as a lesson in how history can have both blue-ribbon scholarship and popular appeal—and why works of such scale are almost never published anymore.

Morison (1887–1976) was one of the pre-eminent historians of his generation—among his many honors were

Samuel Morison possessed the unique ability to build narratives around

25, 1944, she was not only giving that battleship the *coup de grace*, but firing

a funeral salute to a finished era of naval warfare.



F6F Hellcat crashed and burning upon landing on the carrier (note: the sailor climbing to rescue the pilot)

This 15 volume *History of United States Naval Operations in World War II* was initially published between 1947 and 1962. This is a rare opportunity for any student of Naval history and specifically, U.S. Naval operation of WW II to purchase this material. The Naval Institute Press will be releasing volumes 7 through 9 this spring.

brightly rendered visuals and used the present tense to describe action he witnessed firsthand, such as the Battle of Kolombangara, in July 1943. “a gallant sight at that hour,” he wrote of the U>S> combat squadron’s steaming toward the confrontation in the Solomon Islands. Morison’s nerve was evident in his habit of holding the reader tightly in the moment, then soaring away to view events from great heights. He could evoke the immediate terror of battle.

Lessor writers might have noted that the Battle of Leyte Gulf rendered traditional lines of big gunned dreadnoughts obsolete. Instead Morison wrote: “When the Mississippi discharged her twelve 14-inch guns at *Yamashiro* at a range of 19,790 yards, at 0408 October



Photo # 80-G-638938 All four Iowa-class battleships steaming together. 1954

This was the only time in history that the 4 Iowa class battleships were pictured cruising together.

ONE OF THE MOST MEMORABLE (FRIGHTENING) PHOTOS OF WW II

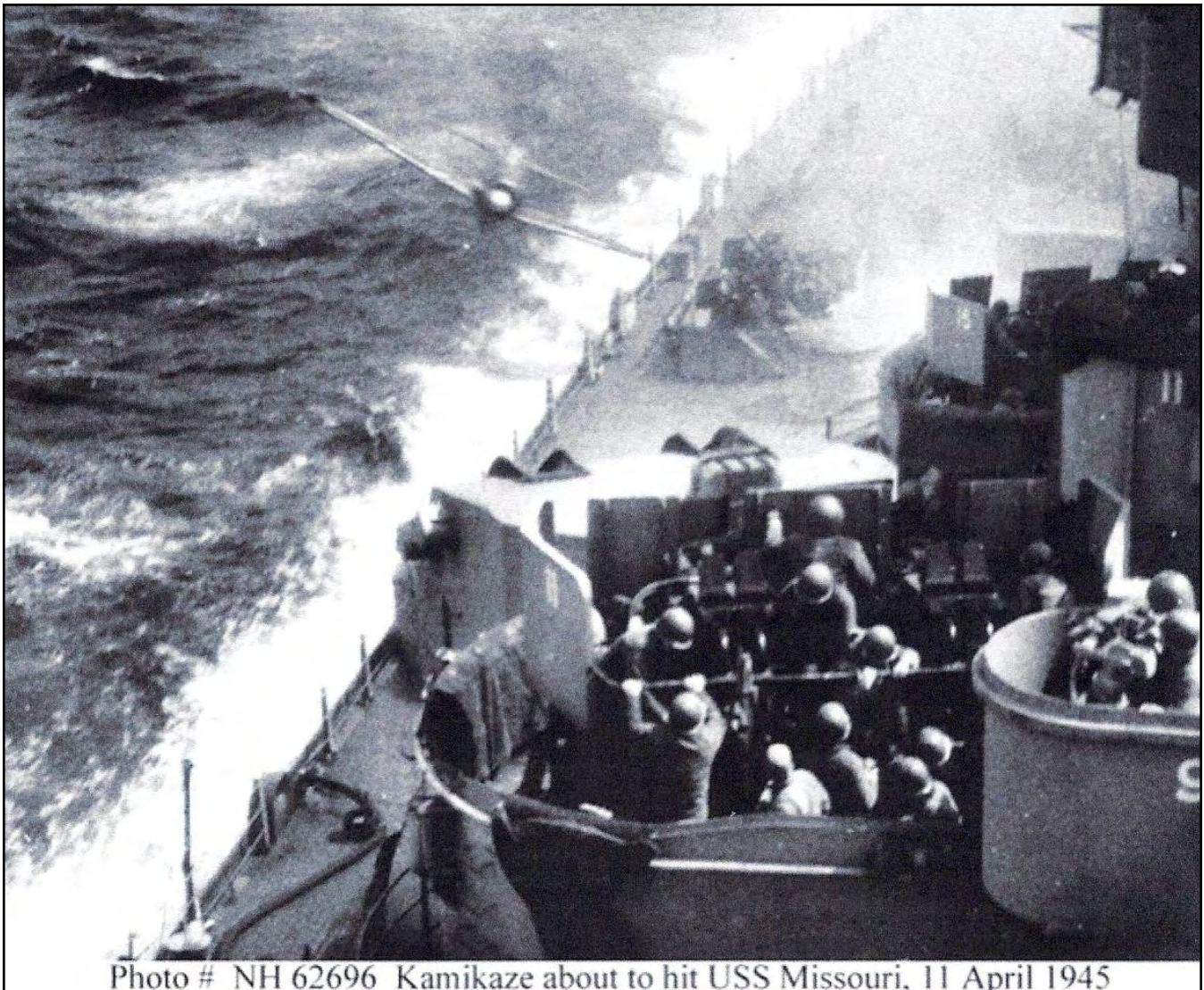
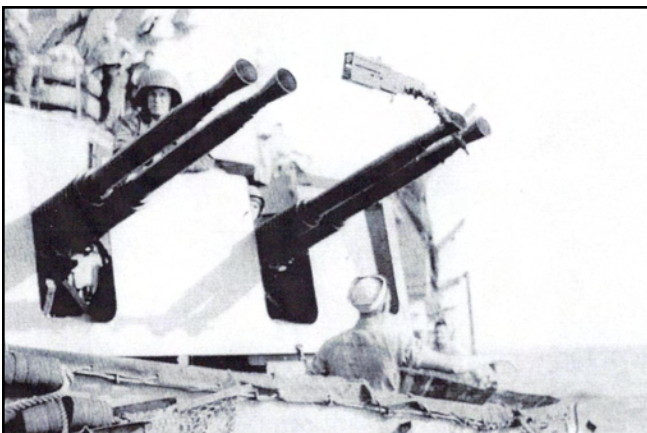


Photo # NH 62696 Kamikaze about to hit USS Missouri, 11 April 1945

The USS Missouri (BB 63) about to be hit by a Japanese A6M 'Zero' kamikaze while operating off Okinawa. Fortunately, the plane hit the ship's side below the main deck, causing only minor damage and NO casualties

Note: 40 mm quad gun mount's crew in action in the foreground.



The machine gun from the Zero is impaled on the barrel of the 40 mm gun.

The Kamikaze was a formidable weapon

The Kamikazes were shot down in droves, but enough got through to cause terrible damage. The kamikazes had their most successful day 24 October 1944 when 378 kamikazes managed to sink 16 Allied warships off Okinawa.

A common myth was that the kamikaze pilots were all volunteers. Initially, these pilots were volunteers from regular air units. However, by the time of the great Kamikaze campaign off Okinawa most were conscripted for duty. A high percent of these conscript pilots were University students that had been exempt from the services.

SCHOLARSHIP GUIDELINES, ELIGIBILITY, AND APPLICATION INFORMATION

USS NEW JERSEY VETERANS, INC will continue providing annual Scholarship Awards. A committee, appointed by the President and approved by the Board of Directors will make recommendations to the assembled Members at a General Membership meeting for approval. Applications for the Scholarship Awards must be received by the committee no later than July 18, 2011.

GUIDELINES:

1. No committee member's family or relatives are eligible for an award.
2. Scholarship will be awarded to deserving students who have maintained a "B" or 3.0 grade point average.
3. Students must be a graduating senior, attending an accredited high school/vocational technical institution. Graduating in the Class of 2011.
4. Applications must be recommended by their high school guidance counselor.
5. Award must be used at an accredited education/technical institution for undergraduate studies.
6. Awards are not available for graduate study.
7. The award will be paid directly to the institution selected.
8. Publicity will be accomplished through the USS New Jersey Veterans Newsletter and on the internet. Information and application forms are available on the Internet reference:

WWW.USSNEWJERSEY.ORG

ELIGIBILITY REQUIREMENTS:

1. Any son, daughter, grandchild of a member in good standing, included children of a Member in good standing who has passed away during the current membership year. (Must have been a USS New Jersey Veteran).
2. Must be a high school senior graduating in the Class of 2011.
3. Official transcripts for the 11th and 12th grades, submitted with application.
4. Two (2) academic references.
5. Student's personal resume.
6. Student's essay completed.
7. Name of educational/technical institution to be attended.
8. Graduation picture or equivalent
9. Scholarship winners will be notified by phone and a follow-up letter from the President of the USS New Jersey Veterans, Inc.

APPLICATION SUBMISSION:

Eligibility requirements 2,3,4,5,6,7 and 8 must be submitted to:

The President, Joe DiMaria

645 Brisa Court, Chesapeake, Va. 23322

standard mail only (postmarked by July 18, 2011)

USS NEW JERSEY BB 62 NAME PLATE ORDER FORM

SECTION # 1 - Complete this section by selecting any designed plate for Crew Members, Spouse, or Guest.

Provide Standard (Style I) 2.0" X 3.0" (Style II)

Provide (Style II) 1.0" X 3.0"

Crew Member Plate (White with Blue Letters)

Guest Member Badge (White with Blue Letters)



Please print desired text as you wish it displayed on the 3 lines provided. We reserve the right to rearrange text for clarity and to minimize disorder

Please print desired text as you wish it displayed on the 3 lines provided. We reserve the right to rearrange text for clarity and to minimize disorder

Provide (Style III) 1.0" X 3.0" Guest Member Plate

 (Guest Name)

SECTION # 2 - Complete back of form for any required attachments

SECTION # 3 – Pricing

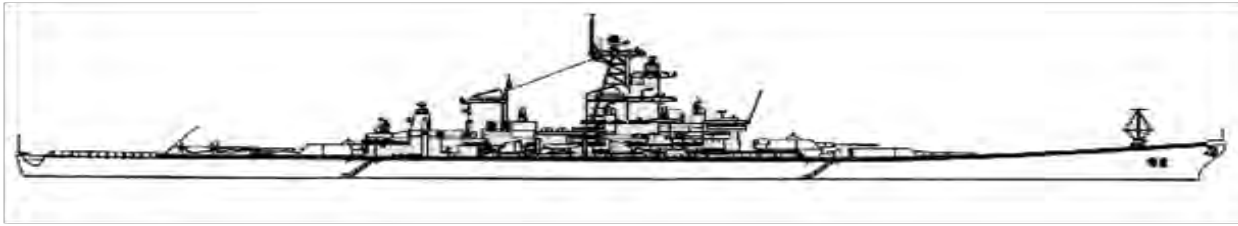
SECTION # 4 –Mailing Information

	<u>Quantity</u>	<u>Price</u>	<u>Total</u>
Badge Style I	_____ X	\$5.00 =	_____
Badge Style II	_____ X	\$5.00 =	_____
Badge Style III	_____ X	\$3.00 =	_____
Attachments (From Back of Form)	_____ X	\$2.00 =	_____
Handling and Shipping			<u>\$2.00</u>
TOTAL			_____

NAME: _____
 ADDRESS: _____
 City: _____
 State: _____ Zip _____
 Telephone _____
 Email: _____

**Mail Complete Order Forms and checks to;
 John Vance, 1541 Hayden Rd., Delan, FL 32724**

**Phone: 386-736-3231
 Email: jvance916@cfl.rr.com**



HISTORY STRING

Mark Your Required History String (s)

Indicate your required Reunion History Badges by placing an 'X' in the appropriate column next to the Reunion City you want to purchase.

NOTE: Each of the following strings are \$2.00 each

<u>Attachment Name</u>	<u>Crew</u>	<u>Guest</u>	<u>Plankowner</u>
<u>City</u>	<u>Year</u>		
Long Beach, CA	1982	_____	_____
Atlantic City, NJ	1984	_____	_____
Indianapolis, IN	1986	_____	_____
New Orleans, LA	1988	_____	_____
Daytona Beach, FL	1990	_____	_____
Nashville, TN	1992	_____	_____
Cherry Hill, NJ	1993	_____	_____
San Diego, CA	1994	_____	_____
Norfolk, VA	1995	_____	_____
Fort Mitchell, KY	1996	_____	_____
Danvers, MA	1997	_____	_____
Colorado Springs, CO	1998	_____	_____
Seattle, WA	1999	_____	_____
Daytona Beach, FL	2000	_____	_____
Branson, MO	2001	_____	_____
Cherry Hill, NJ	2002	_____	_____
Las Vegas, NV	2003	_____	_____
Washington, DC	2004	_____	_____
Valley Forge, PA	2005	_____	_____
San Antonio, TX	2006	_____	_____
San Diego, CA	2007	_____	_____
Cherry Hill, NJ	2008	_____	_____
Jacksonville, FL	2009	_____	_____
Nashville, TN	2010	_____	_____
Hilton Head Island, SC	2011	_____	_____

If ordering more than one (1) Guest String, please make attachment listing, Guest Data for Badge and Associated Reunion History.

Include contents of the attachment in Total Cities/Guest Badge QUANTITY in Pricing.

TOTAL CITIES SELECTED _____

Mail Complete Order Forms and checks to; John Vance, 1541 Hayden Rd., Delan, FL 32724
Phone: 386-736-3231 Email: jvance916@cfl.rr.com - 37 -



MERCHANDICE IN SMALL STORE

Golf Shirt – Embroidered on front over pocket available in Navy Blue, Green, Ash, Light Blue, Maroon, White, Sizes Medium, Large, Extra Large & XX Large	\$22.00
T-Shirt – Light Blue, Tan, Maroon, White, Sizes Medium, Large, Extra Large &XX Large	\$18.00
Sweatshirt – Available in Ash Embroidered, Size Large	\$22.00
Pullover V Neck Navy Blue Sweater, Sizes Extra Large & XX Large	\$36.00
Button down Cardigan Navy Blue Sweater, Sizes Medium, Large, Extra Large &XX Large	\$36.00
Satin Baseball Jacket - Navy and Royal Blue – Members Only – Embroidered on Front/ Screen Print of Ship on back, Sizes Medium, Large & Extra Large	\$37.00
Coach Style Jacket – White USS New Jersey Silhouette Embroidered Left Chest Size Medium	\$27.00

LADIES SHIRTS

Scoop Neck Tee – Short Sleeve Butter or Red, Sizes Medium, Large, Extra Large and XX Large	\$20.00
Scoop Neck Tee – Long Sleeve, Pink or Sky Blue, Sizes Medium, Large, Extra Large and XX Large	\$20.00

Hat – USS New Jersey on Front – Black “WWII” on back “Plank owner” on back - Blank (80’s – 90’s Crew) “Korea” on back “Vietnam” on back	\$13.00
Hat – USS New Jersey on Front – White “WWII” on back “Plank owner” on back “Korea” on back “Vietnam” on back Blank (80’s – 90’s Crew)	\$13.00
Pins - Lone Sailor USS New Jersey BB-62 Cross Flags Navy Cross Flags Korea Cross Flags Vietnam Vietnam Veteran Korea Veteran USS New Jersey Reunion Lapel Pin Yellow Ribbon w/American Flag Support our Troops	\$ 4.50 \$ 4.00
Tote Bags -	\$10.00
Patches – All Era’s	\$4.00 ea/or \$22.00 set
Chrome License Plate Frames – Blue Background W/White Letters Battleship Sailor (Top) - USS New Jersey BB-62 (Bottom)	\$ 9.00
USS New Jersey MUGS Ceramic white with black wrap around picture of our ship	\$ 5.00

Please add \$10.00 for Shipping and Handling:
Please call for availability, state size and color

**Mail Complete Order and checks to:
John Vance, 1541 Hayden Rd., Delan, FL
Phone: 386-736-3231 Email: jvance916@cfl.rr.com**



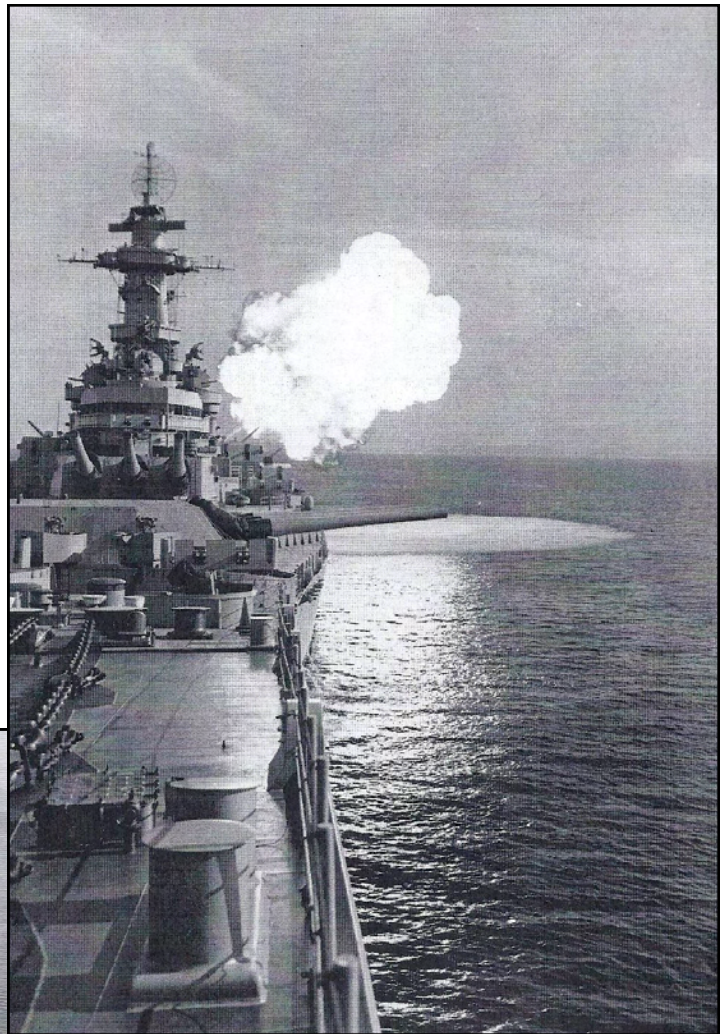
WELCOME ABOARD NEW MEMBERS

To The

USS NEW JERSEY VETERANS, INC.

Members Joined Since September 2009

<i>Glendon Bates</i>	<i>Salem, OH</i>
<i>Alex Belosoff</i>	<i>Sevierville, TN</i>
<i>Robert Catando</i>	<i>Thorofare, NJ</i>
<i>Raymond Fraser</i>	<i>San Jose, CA</i>
<i>Michael Gallagher</i>	<i>Hasbrouck Heights, NJ</i>
<i>Chuck Gronck</i>	<i>Deptford, NJ</i>
<i>Jason Hall</i>	<i>Camden, NJ</i>
<i>Timothy Kerofsky</i>	<i>Moline, IL</i>
<i>Matthew Kokoska</i>	<i>Spottswood, NJ</i>
<i>Joseph M. Low</i>	<i>Haddon Twp., NJ</i>
<i>John McClure</i>	<i>Augustine, FL</i>
<i>Joe Moran</i>	<i>Philadelphia, PA</i>
<i>Paul Niessner</i>	<i>Buena, NJ</i>
<i>Al Schneider</i>	<i>King of Prussia, PA</i>
<i>Walter Seitz</i>	<i>Newfield, NJ</i>
<i>Charles Stewart</i>	<i>Haddonfield, NJ</i>
<i>Martin Waltemyer</i>	<i>Williamstown, NJ</i>

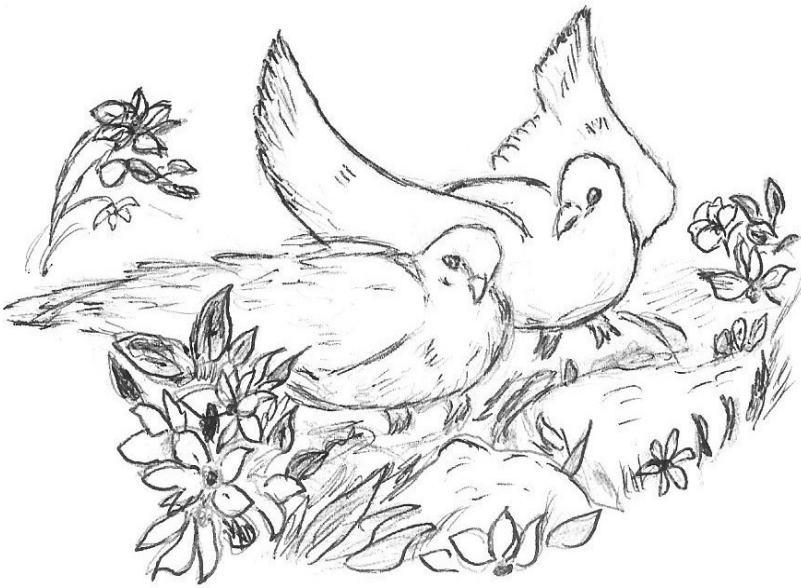


**Firing A Salvo
Into Troop Concentrations Near Keasong**



Firing A Salvo at Wonsan (June 28 1951)

USS NEW JERSEY TAPS LISTING

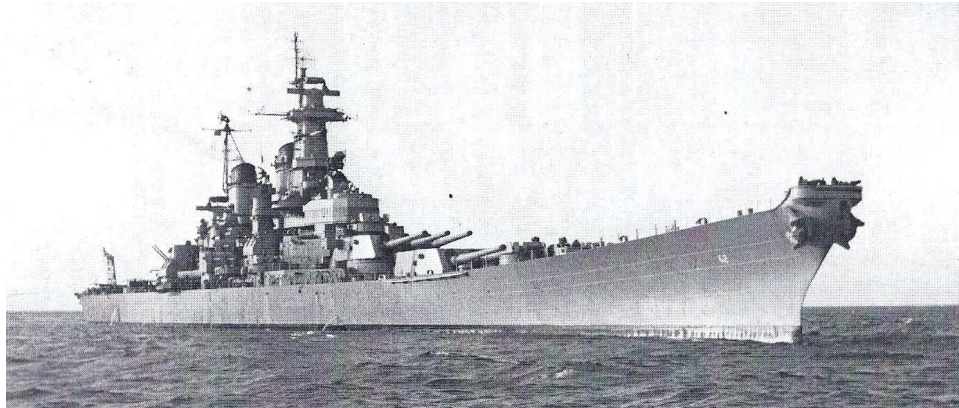


*When I come to the end of the day
And the sun has set for me
I want no rites in a gloom-filled room
Why cry for a soul set free?
Miss me a little, but not too long
And not with your head bowed low.
Remember the love we once shared –
Miss me, but let me go.*

*For this is a journey we all must take
And each must go alone
It's all a part of the Maker's plan,
A step on the road home.
When you are lonely and sick at heart
Go to the friends we know
And bury your sorrows in doing good
deeds—
Miss me, but let me go.*

***USS NEW JERSEY VETERANS, Inc. FORMER MEMBERS
Members that have recently passed***

<i>Norman Burgess</i>	<i>1st Division</i>	<i>Korea</i>	<i>Webster, NY</i>
<i>Merle LeRoy Cox Jr.</i>	<i>5th Division</i>	<i>Korea</i>	<i>Stevensville, MD</i>
<i>Raymond Germaine</i>	<i>1st Division</i>	<i>WW II</i>	<i>Algonquin, IL</i>
<i>Otho G. Keller</i>	<i>1st Division</i>	<i>WW II</i>	<i>Milledgeville, IL</i>
<i>Lydia LaVine</i>	<i>Associate</i>		<i>Warren, NJ</i>
<i>Lewis Miller</i>	<i>7th Division</i>	<i>WW II</i>	<i>Bradley Beach, NJ</i>
<i>Robert Murray Sr.</i>	<i>R Division</i>	<i>Korea</i>	<i>Wall Township, NJ</i>
<i>Alfonso Persichilli</i>	<i>E Division</i>	<i>Viet Nam</i>	<i>Hamilton Square, NJ</i>
<i>Donald Rescorla</i>	<i>E Division</i>	<i>WW II</i>	<i>Spring Lake, MI</i>
<i>Ralph Robbins</i>	<i>M Division</i>	<i>WW II</i>	<i>Tonganoxie, KS</i>



VOLUNTEERS; FOR USS NEW JERSEY VETS. INC.

ERA REPRESENTATIVE

W.W.II ---1940's

Robert La Vine
92 Old Stirling Rd.
Warren, NJ. 07059
908-755-9498
Blavinebb62@aol.com
E-Div

KOREA---1950's

Richard Esser 1951-1954
3930 Meister Road
Lorain, OH. 44053
440-282-8272 (H) 246-5594 (W)
esser3@hotmail.com
M-Div.

VIETNAM ---1960's

William Meredith 1967-1969
22 Emjay Lane
Rochester, NY 14612
585-225-9210
wam@rochester.rr.com
X-Div.

LEBANON /PERSIAN GULF 1980's

Daniel "Danny" Fielder 1982-1984
5198 Bethesda Road
Crystal Springs, MS 39059
601-892-6086
gulfstatesdanny@aol.com
M-Div.

DISTRICT VOLUNTEER:

W.W.II

EAST:

Henry B. Pierce 1942-1944
75 Shady Hill Drive
West Warwick, RI. 02893
401-821-4256
jhp341@cox.net
S-Div.

WEST:

Leo J. Cox
1706 Rosemeade Circle
Carrollton, TX 75077
972-394-8034
Merlotman.leocox@gmail.com

NORTH:

William J. Myers 1967-69
4021 Vernon Ave
Omaha, NE. 68111
402-453-3124
williamjmye@msn.com
E-Div. (EM)

SOUTH:

Walter Bardin 1945-1946
2814 Live Oak Dr.
Rowlett, TX. 75088
972-475-7181
mlsanbar@msn.com
L-Div.

KOREA

EAST:

Donald Eggleton
P.O. Box 362(29 Riverside Dr.)
Roscoe, NY. 12776
607-498-4507
no1Eggie@yahoo.com
R-Div.

WEST:

Bill Hixon 1952-1954
1350 Connecticut St.
Imperial Beach, CA. 91932
619-424-3571
billhix@cox.net
7th- Div.

NORTH:

Mark R. Babcock 1968-1969(Temp)
5231 El Monte
Roeland Park, KS. 66205
913-432-4462
mbabcock50@earthlink.net
B/4th-Div.

SOUTH:

Hugh Selman 1955-1956
2008 W. Louisville St.
Broken Arrow, OK. 74012
918-258-5757
selman@cox.net
C-Div.

VIETNAM

EAST:

Robert Williams 1967-1969
P.O. Box 280 / 9 Whittier St.
Newton Jct., NH. 03859
603-382-5018
williams382@comcast.net
B-Div.

WEST:

Mark R. Babcock 1968-1969
5231 El Monte
Roeland Park, KS. 66205
913-432-4462
mbabcock50@earthlink.net
B/4th-Div.

NORTH:

William A. Meredith 1967-1969
22 Emjay Lane
Rochester, NY. 14612
585-225-9210
wam@rochester.rr.com
X-Div.

SOUTH:

William Meredith 1967-1969(Temp)
22 Emjay Lane
Rochester, NY 14612
585-225-9210
wam@rochester.rr.com
X-Div.

LEBANON - PERSIAN GULF

EAST:

Carl Heald
1639 Duke Memorial Rd.
Spring Hope, NC 27882
919-215-5661
mardet88@gmail.com
Marine Detachment

WEST:

Carl Heald
1639 Duke Memorial Rd.
Spring Hope, NC 27882
919-215-5661
mardet88@gmail.com
Marine Detachment

NORTH:

Carl Heald
1639 Duke Memorial Rd.
Spring Hope, NC 27882
919-215-5661
mardet88@gmail.com
Marine Detachment

SOUTH:

Carl Heald
1639 Duke Memorial Rd.
Spring Hope, NC 27882
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mardet88@gmail.com
Marine Detachment



2005/10/01