



April
May
June
2005

"Rest well, yet sleep lightly and hear the call, if again sounded, to provide firepower for freedom..."



THE JERSEYMAN

WORLD WAR TWO...



"13 April 1945

0645...

Battle Announcer gives news flash of President Roosevelt's death yesterday. It came as a great surprise, the Nation and Navy suffered a great loss..."

From the **USS NEW JERSEY** diary of
Chief Petty Officer Victor P. Feltes

WORLD WAR 2/THE JERSEYMAN

USS LEWIS HANCOCK (DD-675)

December 27, 2004

From: John H. Hoagland, Lt., jg., USNR (Retired)

Re: Accuracy of the big 16-inch guns

The New Jersey seldom fired its big 16-inch guns during WWII. I can attest to the accuracy of those guns, however, because I was aboard the destroyer Lewis Hancock when it was used for target practice by the New Jersey.

During September 1944, the destroyer Lewis Hancock and another destroyer escorted the New Jersey from Pearl Harbor to Manus, Admiralty Islands as Admiral Halsey returned to command the Third Fleet. En route, the New Jersey wanted to test the accuracy of the 16-inch guns. To do this, they sent the Lewis Hancock to the horizon and fired at us - theoretically, with an offset in their fire control computer.

Aboard the Hancock, we observed the New Jersey guns fire. With apprehension and fingers crossed saw the large shells coming at us. The computer offset worked! The shells from the New Jersey landed in the center of the wake created by the Lewis Hancock. Those guns were very accurate. They could have blown us out of the water with one salvo.

Later when I served aboard the New Jersey on special assignment, I, like many others, saw much use of all our anti-aircraft guns - but never again the big 16-inch guns.

John H. Hoagland, Ph.D., C.P.M.

USS LEWIS HANCOCK (DD-675)

East Lansing, Michigan



**Man, I like this navy
"walkin' barrage" -
Look, as we advance
we've already got
foxholes dug!!**

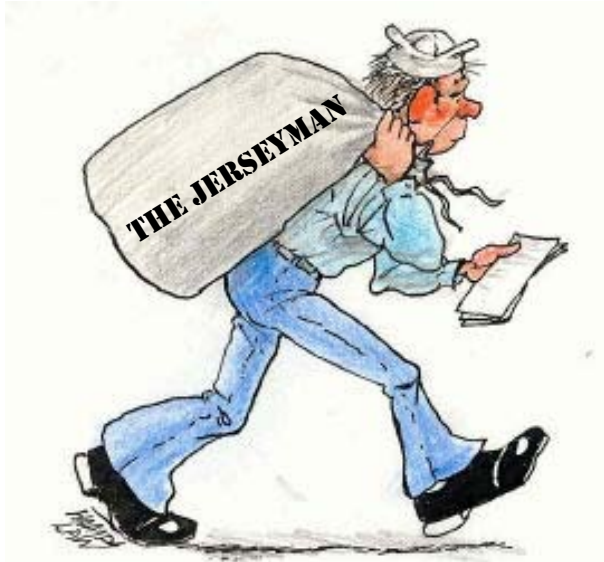
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**Master Chief Tom Helvig, USN (Ret.)
Volunteer Writer/Editor *The Jerseyman*
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Camden, NJ 08103 © 2005
Thehelig@aol.com**

THE JERSEYMAN

MAIL CALL



Another great cartoon for *The Jerseyman* by Shipmate Hamp Law of West Monroe, Louisiana. Many thanks Hamp...!



“The Jerseyman”...

This issue is a 3 year milestone for *The Jerseyman*, and coincidentally, we have had contact from the wife and family of **Pfc. Carl W. Ritner, USMC**. **Carl Ritner** was a member of the ship's Marine Detachment (MARDET) during WW2, and in a ship's contest held in November of 1943, it was his winning entry that named ***“The Jerseyman.”*** Mrs. Ritner also graciously forwarded to us a few **USS NEW JERSEY** photos from WW2, and all are shown in this issue.

We also made contact with the ship's first Editor of *The Jerseyman*, **Julius C. C. Edelstein**, who is Senior Vice Chancellor emeritus of the City University of New York (CUNY,) and resides today in New York City. Julius Edelstein is a **USS NEW JERSEY** plankowner, and in addition to his primary duty as the assistant communications and coding officer, he served as the ship's battle announcer. It was his voice that narrated events in the ship's WW2 battles that included the Philippines, Okinawa and the Marianas. He also had the sad duty of making the announcement to the crew of **USS NEW JERSEY** that President Roosevelt had died on April 12, 1945.

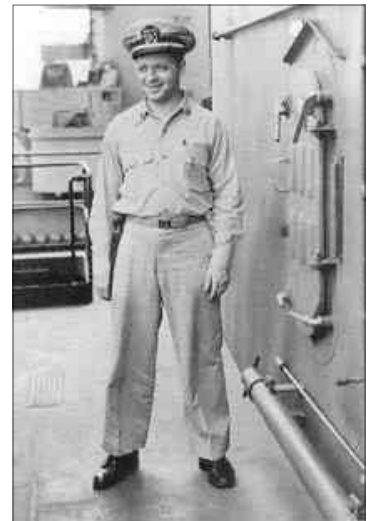
“It was a dreary day, weather-wise, and a dreary day for the world, when word began to circulate that Franklin Roosevelt, our President, had died. It seemed impossible and unbelievable that the man who had guided the nation for 12 years, through thick and thin, through war and peace, had left this life. He had seemed so permanent, so indestructible.

It was my duty and function as assistant communications officer to announce this fact to the officers and crew of the USS New Jersey. I made the announcement... with a catch in my voice. I will never forget the feeling. I will never forget the disbelief.

For most who heard the announcement, it marked the end of a chapter in history.”

When told of our recent contact with the family of Marine **PFC Carl Ritner**, Edelstein also said: ***“I can remember very well presenting him with the award for the naming of The Jerseyman that day...”*** In February of 2005, Vice Chancellor Julius Edelstein turned 93 years old, and we thank him for sharing this memory from that day aboard **USS NEW JERSEY** in World War 2.

(Photo of Julius Edelstein aboard USS NEW JERSEY was provided courtesy of the LaGuardia and Wagner Archives of LaGuardia Community College/CUNY)



THE JERSEYMAN

"THE JERSEYMAN"

December 27, 2004

Dear Sir,

I was watching a show on the history channel last night about Iwo Jima. In explaining the battle, the narrator mentioned something about battleship support off the coast of the island and I wondered if my father had been there. You see, as a young man my father served in the south pacific during WWII on the Battleship New Jersey. Curiosity aroused, I jumped onto the internet and did a Google search. I quickly punched in my father's name and low and behold... I found your *Jerseyman* article! It is the article about the first edition of the ship's newspaper where the paper held a contest to pick a name. An unbelievable amount of joy and pride swept over me as I read my father's name. He was **PFC. Carl W. Ritner, USMC**... the young marine who submitted the winning entry of naming "*The Jerseyman*" in November of 1943.

I can't tell you how much I appreciate the gift you have given me. I quickly shared this information with my mother who was delighted to read it as well. Although she knew he was involved with the paper (she told me he drew some of the paper's comics) she was unaware that he came up with the name for the paper. She will be happily passing this information on to my brother (**Carl W. Ritner II**) and sister. Although my father passed away in January of 1982, he is still in our hearts and we are very proud of his service on the Battleship New Jersey.

Cordially,
Robert W. Ritner
 Henderson, Nevada



From a photo caption in *The Jerseyman's* January 15, 1944 issue:

"In the photograph above, **Pfc. Ritner**, winner of the Ship's Paper Name Contest, gets the big ten buck prize from the hands of the chairman of the Board of Judges, **Commander E.S. Addison**, while other members of the Board look on. **Ritner**, who also draws cartoons for this publication, proposed the winning name, **THE JERSEYMAN**.

In the picture, left to right, are **Lieut. J.J. Gafney, Chaplain; Commander Addison, Pfc. Ritner, Lieut. Commander P.W. Dickman, , and Lt. (jg) J.C.C. Edelstein, JERSEYMAN editor.**"

THE JERSEYMAN

BB-62 MARDET AND "THE JERSEYMAN"

February 12, 2005

"Master Chief Tom Helvig,

My son Robert called me and said you would like the pictures of Captain Reagan and "Spike," which my husband had placed inside his War Log book. I am also enclosing another picture. I have no idea who they are, however my husband has written their names on the back of the photo. Perhaps someone will recognize them. The small photo is of my husband, **PFC Carl W. Ritner**.

The Devil Dog drawing which my husband drew, was also placed in his War Log book. I'm not sure what it means but the Devil Dog appears in the Jerseyman heading information about the Marine's 9th Division. Perhaps you can find someone who knows what the Devil Dog stands for, and if it does represent the Marine's 9th Division.

My son said you would return these items to me. Since my husband saved them, they must have been important to him, therefore they are important to me.

I think it's wonderful what you are doing. I wish you luck in finding others who can help you with this project.

Sincerely,

S/ **Virginia M. Ritner**
(Mrs.) Carl W, Ritner
Limerick, Pennsylvania



Hand written on the back of this photograph...: **Pfc. Branagan, Pfc. Rath, Cpl. Gunderson, Pfc. Denebaum, Pfc. Shannon, Pfc. M. LaPella, Pfc. Malone, Pfc. Crawford, Pfc. Werebacker, Sgt. Farrington, Pfc. Bryant, Cpl. Cassidy...**



Capt. Frank Reagan, USMC.
CO MARDET,
USS NEW JERSEY - WW2

WORLD WAR 2/THE JERSEYMAN

HMT QUEEN ELIZABETH

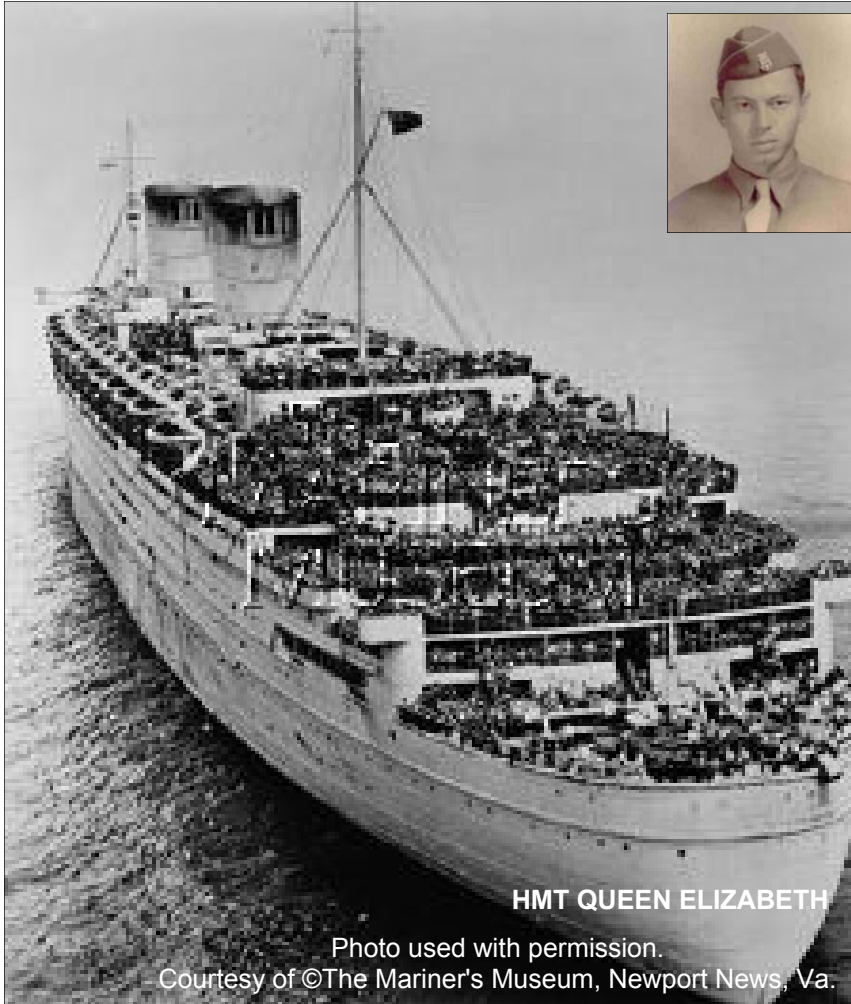


Photo used with permission.
Courtesy of ©The Mariner's Museum, Newport News, Va.



In 1944... Battleship New Jersey "Senior" Volunteer **Bob Cassel** shipped out aboard **HMT Queen Elizabeth** and headed for Europe...

"When I learned that the 94th Infantry Division was to cross the Atlantic in 1944 aboard the luxury liner Queen Elizabeth, I thought, maybe, just maybe, it was our reward for 3 1/2 years of training to fight the Germans! We sailed out of New York harbor on August 6, 1944 at 0730 with a full load of troops - our entire division. (Note: According to Mr. Harry Helms, 94th Div. Assoc. Secretary, 16,000 troops of the 94th, plus other attached troops, made the crossing in addition to the crew of HMT Queen Elizabeth.) As we passed the Statue of Liberty I felt a certain sense of pride. As a kid, I never had a "voyage" or ever expected to see the "Lady."

We had a rude awakening though, when we discovered we were to be bedded in very tight quarters, and down in the lower decks. It was very hot on the first day at sea. Our course took us into the Bermuda current, and also August was very warm.

Then on the second day, it was colder, and on August 8th it was definitely

cold! We were steaming on a zig-zag course. Every few minutes we changed direction and we were told the Queen was faster than any known German submarine. Our course took us right through German sub territory of the Atlantic.

At a certain time announced in the afternoon, we were ordered to close all port holes and cover them. At night the ship moved without lights. One night I walked out on the deck to the very prow just to get a feel for the immensity of this ship. I looked back to the bridge and in the starlight the ship seemed to be a city block long.

One time when I was on the main deck, I noticed damage in the bridge superstructure. A crewman told me that the ship had sailed through a great hurricane. No repairs were done though until after the war. The Queen was too busy and important as a troop transport, and the damage really didn't cause any problem.

Chow was served to each G.I. twice a day. The menu was usually bland I remember, and a type of fish. You were give a card, and there were six shifts. When serving was announced, you had better be ready to get in line. The feeding of so many men was efficiently accomplished nevertheless.

Every day at 1100 there was an organized boat drill by the crew. You wore life jackets at all times. Our 301st 105mm artillery battalion was chosen to be trained on the anti-aircraft guns. They practiced every day, and the British gunnery officer commended the crews. He said they were the best in over two years of crossings... (Cont'd)

HMT Queen Elizabeth in WW2 Grey... leaving New York and bound for Gourrock, Scotland. Throughout World War 2, **HMT Queen Mary**, and the **HMT Queen Elizabeth** each traveled alone - without a convoy. The "Warrior Queens" were called the "Grey Ghosts..."

WORLD WAR 2/THE JERSEYMAN

HMT QUEEN ELIZABETH

One night a hospital ship was sighted, lights aglow. The Queen made a quick change of course to avoid being silhouetted against the hospital ship. Again, the concern was German subs would have loved having the Queen as a target. As she moved away, you can remember how the hull quivered with the sudden power.

By the fifth day out at sea, we sighted the land of green Ireland and Scotland, a lovely contrast to the gray and cold sea we encountered since leaving New York. On August 11th we anchored in the Firth of Clyde at Gourrock, Scotland. Our troops debarked on the 12th amid the traditional bagpipe welcome. Lighters took us to the wharf, and we carried our full field equipment. Our "Voyage" was over.

I returned to the United States in June of 1945 via the last convoy, and it took 21 days on board Liberty ships



under the protection of Destroyer escorts. Although the war was over in Europe on May 8th, all the German subs were not accounted for at that date, thus the escort across the Atlantic. I could have kissed American soil, but there was only concrete available, so I blew a kiss to the good old U.S.A. I was saddened in 1972, when I learned that the Queen Elizabeth had burned and capsized while being refitted in Hong Kong as a floating University. A few years later, she was sold for scrap."

Robert U. Cassel

**94th Infantry Division (Writer/Editor the "Hoodlum News" for the 301st Inf. Ass'n)
Sewell, New Jersey**

HMT Queen Mary, and HMT Queen Elizabeth in World War 2

Throughout the war, both of these mammoth ocean liners often carried in excess of 15,000 troops, equal to an entire Division at one time, and they did not travel in convoy. Because of their great speed, and elaborate zig-zag planning, they always traveled alone and used their speed to avoid German submarines... pipe racks for sleeping were stacked 6-high throughout the ship, and on every deck...

"The typical load of stores brought aboard for a six-day crossing included 155,000 pounds of meat; 124,000 pounds of potatoes; 76,000 pounds of flour; 53,000 pounds of eggs, butter and powdered milk; 31,000 pounds of canned fruit and an equal amount of coffee, tea and sugar; 29,000 pounds of fresh fruit; 20,000 pounds of bacon and ham, as well as a similar amount of jams and jellies; and 4,600 pounds of cheese..."

"The thirty-eight combined crossings from New York to Gourrock, Scotland made by the Queen Mary and the Queen Elizabeth between May 1942 and April 1944 was equal to the combined crossings of eight hundred ordinary transports and merchantmen..."

"Between them, the Queen Mary and the Queen Elizabeth brought an average of sixty thousand American and Canadian soldiers to Great Britain every month - and did so for three years. Ultimately, they transported more than one and a half million men - the greatest ongoing mass movement of troops in history..."



Photo used with permission.

Courtesy of

©The Mariner's Museum, Newport News, Va.

Sources: **Dictionary of American Fighting Ships (DANFS.)**

Queen Mary and Queen Elizabeth Quotations and statistics in WW2, are used with permission from: **"WARRIOR QUEENS, The Queen Mary and Queen Elizabeth in World War II"** by Daniel Allen Butler, Published 2002 by Stackpole Books, Mechanicsburg, Pa.,

	USS NEW JERSEY	HMT QUEEN ELIZABETH	HMT QUEEN MARY
Length	887 feet 7 inches	1,031 feet	1,019 feet
Beam	108 feet 3 inches	118 feet	118 feet
Displacement	57,271 tons	83,673 tons	80,677 tons
Design speed	33 knots	28.5 + knots	30+ knots

WORLD WAR 2/THE JERSEYMAN

1943 BLUEJACKET'S MANUAL...

Hammocks were used aboard many USN ships in World War 2...

(The following extract is from the 1943 "BJM," and it may bring a few smiles to those that once fell out for inspection, and slept in US Navy issue...

"Hammocks"

"Lashing. -

To lash your hammock, first fold your blankets carefully and place in middle of mattress so that ends of blankets come within about 6 inches of ends of mattress. Then roll the mattress as closely as possible and cover this with hammock. Then lash with seven marlin hitches, being careful that the first and last hitches completely close the ends of the hammock over the mattress. Then twist your clews and place them under the hitches."

"Airing. -

Bedding is aired once a week or oftener, as weather permits. The bugle call is sounded; all hands get hammocks, open blankets outboard, and pillows tucked under clews. Pass hammock lashings through the clews and then take three round turns halfway down to insure that bedding does not come loose. Tuck in all loose ends so that hammock presents a neat appearance. Place hammock so that there are no vacant spaces or "holidays" on the rail."

"Inspection. -

Hammocks are inspected after they have been piped down, subsequent to airing, or as ordered. At the command "Lay out hammocks for inspection," unlash, and spread out the hammock, the name on the mattress being turned toward the inspecting officer. Fold the mattress cover and the blankets twice crosswise, placing the mattress cover 10 inches from the head and the blankets 10 inches from the foot of the mattress. Throw the clews over the mattress and coil the lashing in the center. Five minutes after the command "Lay out hammocks for inspection," the order "Attention" will be given. Men stand at attention at the end of their hammocks until the inspection is over. The inspecting officer inspects all blankets, mattress cover, mattresses, and pillows to see that they are properly marked according to regulations and are clean...

On vessels equipped with bunks, the bedding is laid out without hammocks. The pillow is placed 10 inches from the head, with pillow cover neatly folded upon it. The mattress cover is placed midway between pillow and blankets..."

"Atten-Hut!... Dis-Missed!"



Photo Ca. 1938 courtesy of the Great Lakes Naval Museum



WORLD WAR 2/THE JERSEYMAN

CAN YOU REMEMBER?

Seabag inspections with uniforms
"rolled and stopped?"
~~~

Boot camp marches with a  
dummy Springfield '03?  
~~~

Putting your fingerprint on
US Navy pay chits?
~~~

Tailored blues with embroidered  
Dragon cuffs, and 13-Buttons?  
~~~

"**Abandon Ship**" drill
off the pool high platform?
~~~

Training to use dungarees and  
white hat to keep you afloat?  
~~~

Watching movies on a canvas screen
hung from the stern crane
while eating "gedunk?"
~~~

Smoking sea store cigarettes  
bought for a nickel a pack?  
~~~

Carrying a pack of cigarettes
inside your sock?
~~~

Carrying a wallet folded  
over your belt?  
~~~

The taste of "real" Navy S.O.S?
~~~

Putting silverware in a shirt pocket  
as you carry a tray through  
the chow line?  
~~~

The right way to hold
the holystone stick?
~~~

Sleeping in hammocks  
or pipe racks?  
~~~

When everything you owned
fit inside a canvas bag?
~~~

Fitting into those tailored blues?  
~~~

A poem found inside one of the donated books aboard
Battleship New Jersey:

*"I held you tightly in my arms
Obsessed by all your lovely charms
You are a kind of glamour girl
That puts my head in a whirl*

*Then after spoken words as tender
You whisper softly, I surrender
And as my heart beats heavily
I wake up and hear it, "REVEILLE"
(Galapagos Dream Poem)*

Oct. 1 1942 - June 1, 1943

(Submitted by **Bob Walters**, Archives Manager)



Photo courtesy of the Great Lakes Naval Museum

US Navy IOWA-Class battleships...
USS IOWA (BB-61) commissioned February 22, 1943
USS NEW JERSEY (BB-62) commissioned May 23, 1943
USS MISSOURI (BB-63) commissioned June 11, 1944
USS WISCONSIN (BB-64) commissioned April 16, 1944

WORLD WAR 2/THE JERSEYMAN

USS MISSISSIPPI



USS MISSISSIPPI... “On December 7, 1941, I was a 17 year-old kid just home on my first day of leave from boot camp. When I found out about Pearl Harbor being attacked, I didn’t even know where that was! A week later I was reporting aboard **USS MISSISSIPPI (BB-41.)**”

After three years of combat in the South Pacific, my twenty year-old mind was getting pretty used to seeing and feeling the turmoil of war. It was about that time, that General MacArthur was saying...“I have returned,” and I was saying “Good, you take over.”

I also remember well the battle of Leyte Gulf. I never saw so many ships of all kinds, and so close together in all directions as far as the eye could see. That night, the sky lit up like the fourth of July fireworks. In a way, it was beautiful, but we shuddered when we knew they were out to kill, not to enjoy. When I say the ships were close - I well remember dropping on the deck as a very low 14 inch shell passed over our heads from a close-by US battleship. Being young at the time and somewhat unafraid, we who ducked later kidded about it, but knowing full well that death was passing us up again.

The next day, millions of 5 inch shell casings floated by. If we had the means to collect them and sell the brass, we could have become millionaires. Even a month later, we were seeing Japanese bodies float by in the gulf. I remember some natives paddled out to us in a canoe made from a hollowed-out log. One of our Filipino men went down to talk to them, but he had a knife in his sleeve - not knowing what to expect.

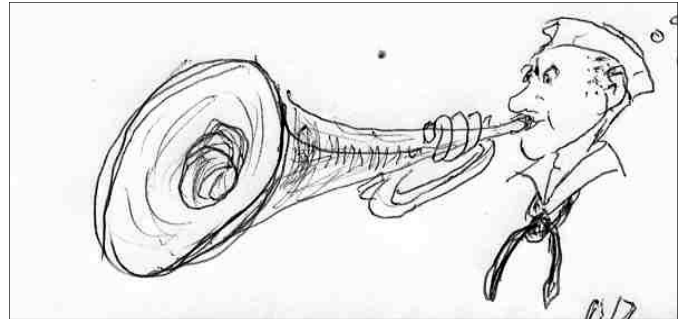
Almost twenty years later, and during my second hitch, the Captain and Exec of the **USS SHANGRI-LA** turned out to be men who I had served with aboard the **USS MISSISSIPPI**. Another story for another time...”

(Ed Tucker has been the Editor of the “*Horizon*” newsletter for **USS SHANGRI-LA** for almost 13 years. He was also a plankowner and bugler aboard **USS MISSISSIPPI**, and ship’s cartoonist (see below.) We thank Ed for exchanging the great “SHANG” newsletters with us, and for his WW2 story aboard **USS MISSISSIPPI (BB-41.)**)

Ed Tucker

USS SHANGRI-LA (CV-38, CVA-38, CVS-38)

Lake Worth, Florida



(Bugler cartoon courtesy of Ed Tucker, USS SHANGRI-LA,) and

US Navy photo of **USS MISSISSIPPI (BB-41,) courtesy of BM1 (SW) Charles W. Brown, USN. Ret.)**

USS ARIZONA scrapbook... and USS MISSISSIPPI

Lon Samora is a Battleship New Jersey volunteer, and his father served aboard **USS ARIZONA** in the late 1930’s. While aboard ARIZONA, his father also compiled an extensive family scrapbook of naval photos and artifacts. This nearly 70 year old scrapbook was recently on loan to the Battleship New Jersey, and one artifact found inside was a **USS MISSISSIPPI** newsletter called “*The Mississippi Pirate...*” and dated 4 November 1938.

It was interesting to read that the Commanding Officer of **USS MISSISSIPPI (BB-41,) on 4 November 1938 was Captain Raymond A. Spruance, US Navy**



WORLD WAR 2/THE JERSEYMAN

1943 BLUEJACKET'S MANUAL...

Senior Chief Signalman Dave Graham, USN (Ret.)

served aboard **USS IDAHO (BB-42)** during WW2, and makes his home today in San Diego, California. He is also Founder, and Chairman of the American Battleship Association (ABA.) Recently, Dave sent us a note that talked about the phonetic alphabet used in World War 2 and up through the Korean War.

For a look back, and to offer a fun exercise for many of our readers, we provide here the World War Two version, and also the 1957-Present versions side-by-side.

According to the Naval Historical Center, during the 20th Century there were actually five variations of the military phonetic alphabet. They were 1913, 1927, 1938, World War 2 through Korea, and from 1957 to present. We sincerely thank Senior Chief Dave Graham for providing this memory from World War 2. The WW2 phonetic version shown in this table was extracted from the **1943 Bluejacket's Manual, Eleventh Edition (USNI, Annapolis, Maryland.)**

For another 62 year "look back," we provide below, the enlisted pay scale also taken from the 1943 edition of the Bluejacket's Manual.

1943

Pay Grade	Pay per Month	Rates Included
1	\$138.00	Chief Petty Officers (permanent)
1A	\$126.00	Chief Petty Officers (acting)
2	\$114.00	Petty Officers First Class
3	\$96.00	Petty Officers Second Class Musicians, 1st/C
4	\$78.00	Petty Officers Third Class Fireman 1st/C
5	\$66.00	*Nonrated men, 1st/C Firemen, 2nd/C Musicians, 2nd/C
6	\$54.00	*Nonrated men, 2nd/C Firemen, 3rd/C
7	\$50.00	*Nonrated men, 3rd/C

*Except those in higher pay grades.

Letter	WW2/Korea	1957 - Present
A	Afirm (Able)	Alfa
B	Baker	Bravo
C	Charlie	Charlie
D	Dog	Delta
E	Easy	Echo
F	Fox	Foxtrot
G	George	Golf
H	How	Hotel
I	Int (Item)	India
J	Jig	Juliett
K	King	Kilo
L	Love	Lima
M	Mike	Mike
N	Negat (Nan)	November
O	Option (Oboe)	Oscar
P	Prep (Peter)	Papa
Q	Queen	Quebec
R	Roger	Romeo
S	Sugar	Sierra
T	Tare	Tango
U	Uncle	Uniform
V	Victor	Victor
W	William	Whiskey
X	X-ray	X-ray
Y	Yoke	Yankee
Z	Zebra	Zulu

THE JERSEYMAN

JANUARY 1950 - USS MISSOURI (BB-63) RUNS AGROUND



LCDR Don Bishop, USN (Ret.), was a Radioman 3/c aboard Salvage Lifting Vessel **USS SALVAGER (ARSD-3)** when **USS MISSOURI (BB-63)** ran aground in January of 1950...

"When SALVAGER arrived on scene at Thimble Shoals in Norfolk, and in company with **USS WINDLASS (ARSD-4)**, the crews were quickly put on notice for an "All Hands" evolution, and it sure was! All Hands performed multiple tasks on a 24 hour basis, and this is where I learned to sleep leaning on a bulk-head without dropping to the deck. I can remember clearly, the times when I read flashing light from the Missouri each night just after dark, and with info/orders to all ships...

The Navy really was taking a beating during this time from the news people and from the US Air Force. We were constantly bombarded with small boats and aircraft taking pictures, and the press coverage that was going from bad to worse, was having a field day at our expense.



Although the Navy tried hard to put a good spin on it, there was no getting away from it - "Mighty Mo" had screwed up big-time and we all took it on the chin. There was tremendous pressure applied on all of us to get her off that mudbank, and do it **NOW!** When I look back, there were three separate attempts made to free the Missouri



before we were finally successful. The first attempt was the running of a Destroyer Squadron at speed and close aboard trying to break her free with the waves. Then the Sallying (rocking) of the ship by the crew, and then came the 1st attempt with the tugs. All of these had proven unsuccessful and you can imagine the antsy position of the Navy after each of these failed attempts and intense media scrutiny. They used the ATA's (Light Fleet Tugs) to pull the bow and forth before the final pull was made, and this was an effort to ease the suction of the bottom to the ship. (I can tell you that after about 2 weeks, that sucking sound associated with the final pull was most welcome!) She was literally sitting on an island that had been dug by an Army dredge. Hence it was of most importance that they knew and understood what kind of bottom they were working with, so it was then honeycombed by divers with high pressure hoses to try to loosen the friction at the bottom. The ARSD's & ASR's were tied alongside the Missouri and stayed there until they refloated her. They then got her back into the channel where they took over and brought her into the Naval Ship-

yard at Portsmouth Virginia. It was an awesome site to see her coming at you when she came out of the mud.

They took everything off of MISSOURI that was possible to remove. Her fluids, ammunition, stores and all other removable weights. Even her anchors and anchor chains were offloaded. But these weight removals then affected her trim at the stern... so more problems.

You can see from some of the photos, how we were set up to accomplish the task. Note the 6 ATF's (Fleet Tugs) in tandem for the pull that was finally successful, and the 4 abreast of the pull that was not successful. (Not all photos could be shown... Ed.) (Cont'd)

THE JERSEYMAN

USS Missouri (BB-63) runs aground...

For the final pull, we had been assigned a YTB (Yard Tug) to get us out of the path of the Missouri when she came off the bank. Our tug lost power though, and we were just a sitting duck as she glided close by after coming free. We had been told that once she starts off, there would be no stopping her for any reason on the way back into the channel. If you were in the way... well, sorry 'bout that.

Most of this is from memory, and from the 1990 book "*Mud, Muscle and Miracles*," by **Captain C.A. Bartholemew, USN**. I'm sure I left some of our ships out, but believe these were most of the work-horse ships involved with freeing the Missouri:

USS Salvager ARSD-3 (SALVAGE LIFTING VESSEL With Divers ABD)
 USS Windlass ARSD-4
 USS Penobscot ATA-188 (LIGHT FLEET TUGS)
 USS Tringa ASR 16 (SUBMARINE RESCUE) (DIVERS)
 USS Petrel ASR 14
 USS Kittiwake ASR 13
 USS Chanticleer ASR 15
 USS Kiowa ATF 72 (FLEET TUGS) (Limited divers)
 USS Alsea ATF 97
 USS Luiseno ATF 156
 USS Nipmuc ATF 157
 USS Mosopelia ATF 158
 USS Paiute ATF 159
 USS Papago ATF 160
 USS Hoist ARS-40 (RESCUE SALVAGE) (DIVERS)
 USS Opportune ARS-41
 USS Recovery ARS-42



Photo # NH 96780 USS Missouri's stern while aground, Jan. 1950

The stern view of USS MISSOURI, and how far she had been raised above normal waterline is clearly seen in this Naval Historical Center photo.

Even today, I have contact with shipmates from **USS SALVAGER**, and we still talk about that great 1950 "MISSOURI Pull" effort. The group photo was taken at our 2003 reunion of the Gypsy-Class salvage vessels. That's myself on the left, **CDR Jim Tallant**, **LT Luke Laukaitis**, **DCC Bobby Gonsalves**, and **EM1 Jim Hux**. I hope other shipmates from "*Commodore Sullivan's Navy*" will read this and send their own versions of the "Mighty Mo" refloating with you. We were all proud to have had a part in the operation. There were only 4 ships in the Gypsy-Class, and they were **GYPSY**, **SALVAGER**, **MENDER** and **WINDLASS**. As I recall, **GYPSY**, and **MENDER** were on the West Coast at the time, and involved with the Bikini Atomic bomb tests."

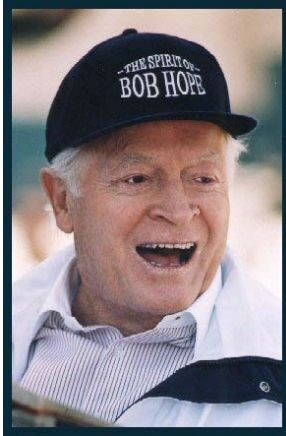
LCDR Donald E. Bishop, USN (Ret.)
USS SALVAGER / Naval Security Group
Laurel, Mississippi

ARSD:
Disp: 816 tons
Length 224' 9"
Beam 34' 10"
Draft 8' 4"
Speed 13 kts.
Complement 65
Armament none



WORLD WAR 2/THE JERSEYMAN

BOB HOPE AND THE USO



A Tribute to Bob Hope... 1903 - 2003

On the anniversary of Bob Hope's passing at age 100, no commemoration of the end of World War 2 would be complete without remembering Bob Hope, a few of his wonderful jokes, and his USO shows for the troops - from WW2 to Vietnam...

ON TURNING 70: "You still chase women, but only downhill".

ON TURNING 80: "That's the time of your life when even your birthday suit needs pressing."

ON TURNING 90: "You know you're getting old when the candles cost more than the cake."

ON TURNING 100: "I don't feel old. In fact I don't feel anything until noon. Then it's time for my nap."

ON GIVING UP HIS EARLY CAREER, BOXING: "I ruined my hands in the ring ... the referee kept stepping on them."

ON SAILORS: "They spend the first six days of each week sowing their wild oats, then they go to church on Sunday and pray for crop failure."

ON NEVER WINNING AN OSCAR: "Welcome to the Academy Awards or, as it's called at my home, 'Passover'"

ON GOLF: "Golf is my profession. Show business is just to pay the green fees."

ON PRESIDENTS: "I have performed for 12 presidents and entertained only six."

ON WHY HE CHOSE SHOWBIZ FOR HIS CAREER: "When I was born, the doctor said to my mother, 'Congratulations. You have an eight-pound ham'."

ON RECEIVING THE CONGRESSIONAL GOLD MEDAL: "I feel very humble, but I think I have the strength of character to fight it."

ON HIS FAMILY'S EARLY POVERTY: "Four of us slept in the one bed. When it got cold, mother threw on another brother."

ON HIS SIX BROTHERS: "That's how I learned to dance. Waiting for the bathroom."

ON HIS EARLY FAILURES: "I would not have had anything to eat if it wasn't for the stuff the audience threw at me."

ON GOING TO HEAVEN: "I've done benefits for ALL religions. I'd hate to blow the hereafter on a technicality."

Submitted with thanks to:

AT1 Walt Eife, USN (Ret.)

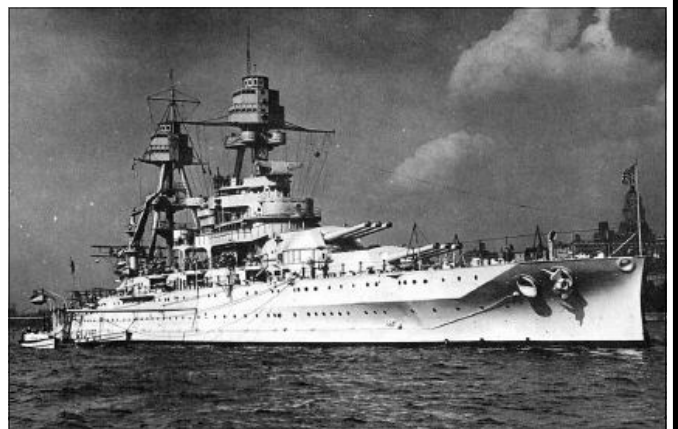
P3B Aircraft - Patrol Squadron 64

Westmont, New Jersey

A Tribute to Johnny Carson... 1925 - 2005

Secretary of the Navy Gordon R. England issued the following on the passing of U.S. Navy veteran and long-time host of NBC television's "Tonight Show" Johnny Carson. Carson passed away Jan. 23, 2005 at the age of 79.

"The United States Navy joins the rest of America in mourning the passing of Johnny Carson. A great entertainer and a shipmate, serving as a naval officer in World War II, he is a part of America's 'Greatest Generation' that will never be forgotten."



Editor's Note:

During World War 2, Ensign Johnny Carson served aboard **USS PENNSYLVANIA (BB-38.)**

The **USS PENNSYLVANIA** Memorial website lists Carson's service as an "Ensign - "C&R" Div."

<http://www.usspennsylvania.com/PennsylvaniaMemorial.htm>

(US Navy photo of **USS PENNSYLVANIA** courtesy of **BM1 (SW) Charles W. Brown, USN, Ret.)**

THE JERSEYMAN

1969... CHRISTMAS IN VIETNAM

USS TRUXTUN (DLGN-35)...

CHRISTMAS in the GULF of TONKIN

"The following is one of my favorite experiences while serving in **USS Truxtun DLG(N)-35** from November 1968 to April 1972, and the most rewarding period in my 21 year Navy career.

First a little background on the Truxtun. She was the fifth ship to be named in honor of Commodore Thomas Truxtun a leader of the U.S. Navy during the Revolutionary War. She served the U.S. Navy from commissioning on May 27, 1967 until deactivation on December 8, 1994. Truxtun was a nuclear powered guided missile frigate. In June 1975 she was redesignated a nuclear guided missile cruiser. Truxtun displaced 8950 tons with an overall length of 564 feet, a beam of 58 feet and a draft of 30 feet. She was capable of speeds in excess of thirty knots. She was equipped with Terrier, ASROC, 5 inch 54 caliber and 3 inch 50 caliber guns and torpedo weapons as well as NTDS, ECM, ECCM, radar and sonar. She was designed to operate either independently or as a unit of a task group.

In December 1969 the CO and XO asked me to play Santa Claus, and we were on the PIRAZ station in the Gulf of Tonkin. The assignment of the PIRAZ ship was to screen all aircraft coming out of Vietnam to insure that no North Vietnamese aircraft were trying to sneak down to Yankee Station where our carriers operated. So, on Christmas Eve 1969 two exciting events occurred in the life of **LTJG**

Tom McCorkell. First I passed my qualification board for Officer of the Deck (OOD,) and next I was secreted away on an HS-2 helo. Once inside, I was carefully balanced on the un-decked framework in the rear of the chopper. One slip and my foot would go through the helo's skin.) I then changed into the santa outfit which was a short sleeved sweat suit dyed varying shades of red, pink and magenta. Prior to take off the pilot had reported to CIC that there were four souls onboard, which was the normal helo crew of pilot, copilot, and two crewmen. Once airborne he changed the count to five souls onboard. Then the fun began...

The helo made several low passes around the Truxtun with Santa leaning out the waist door calling "**Ho Ho Ho, Merry Christmas**" on the loud haler. The ready lifeboat coxswain was so startled he almost fell overboard. We then flew several thousand yards to the destroyer who was our "shotgun" and lowered a couple of buckets of ice cream and a Christmas decorated sheet cake. Next

a couple more turns around the Truxtun before landing. Santa then went throughout the ship distributing gifts of Jacks and Yo-Yos to every member of the crew.

That night on the midwatch while standing my first qualified OOD watch I looked over at the chart table to see my Quartermaster of the Watch playing Jacks with the Boatswain Mate of the Watch. Christmas 1969 was quite different from any I had ever before experienced. Later in the watch we encountered a Russian freighter enroute to Haiphong. After several unsuccessful requests for her to identify herself, our Skipper directed the signalman to send "**Merry Christmas**" to which she replied "**All the best from Russia**". And we each steamed away to carry out our individual missions. It really was a war unlike any other."

LCDR. Thomas E. McCorkell, USN (Ret.)
USS TRUXTUN (DLGN-35)
Mt. Laurel, New Jersey



THE JERSEYMAN

1957 - TSUNAMI AT MIDWAY ISLAND

(Editor's Note: I have emailed back and forth with Shipmate Bob Pepper of St. Louis, Missouri for many years. He was attached to the Naval Security Group as a Communications Technician serving on Midway Island 10 years before I received my own orders to the island in 1968-1969. Following the terrible Indian Ocean Tsunami on December 26, 2004, I mentioned to Bob that when I had been stationed at Midway in 1968, we received two Tsunami warnings that luckily caused no problems. His response...)

A Midway Island Tsunami memory - 1957

"During the very first months of my tour on Midway Island and around August or September of 1956, we CT's were berthed on Sand Island, and worked on Eastern. We were in the front room, and on the second floor of a wooden barracks next to the chow hall - directly across from the admin building. One morning at approximately 0500 I was awake by a loud siren. I jumped out of the sack and looked out the window towards the admin building. Water from a tsunami was rushing in and covered the road and grass to a depth that appeared to be about two or three feet. It only remained for about five minutes at the most and then gradually receded back towards the SAR (Search and Rescue) hanger area to the east. Those that had a closer look at the event stated that it receded quite far out into the atoll and after awhile returned to it's normal level.

A second event occurred just before the end of a mid watch on Eastern Island. **(Following a web search, this one may have been caused by a large 8.3 magnitude earthquake that had occurred in the Aleutian Islands on 9 March 1957 at 1422 GMT.)** We received a tsunami warning from Sand Island that a large earthquake in Alaska had set off a huge tidal wave and Midway might be in it's path. In preparation for this onslaught, I sought the highest point on Eastern which was an old WWII air traffic control tower which was located east of the galley area across from the main runway.

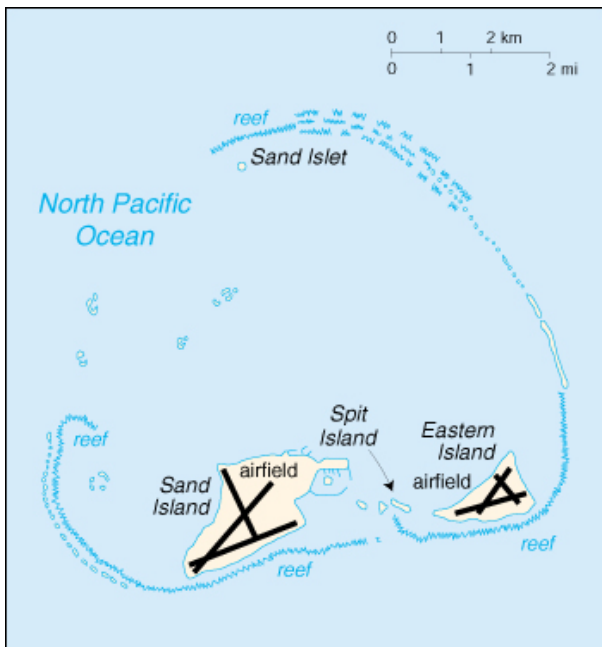


I climbed to the top of the tower waiting my possible demise. However the event never happened and probably just as well. If it had, I am certain that old tower would never had stood such a disaster. Other than the attached picture that shows a Tern perched on some old timbers at the base of that old WWII ATC tower, I never did take any other pictures of it."

**CTR1 Bob Pepper (1950—1962)
Naval Security Group
St. Louis, Missouri**

From a US Coast Guard Honolulu area fact sheet dated 1999...

"Midway Island lies 1,150 nautical miles WNW of Honolulu. It is a coral atoll, six miles in diameter and encloses two islands, Eastern and Sand Island. The land averages 12 feet high with a maximum of 45 feet..."



THE JERSEYMAN

2005 - US NAVY TODAY... "OPERATION UNIFIED ASSISTANCE"

Indian Ocean

(Feb. 3, 2005)

The Military Sealift Command (MSC) hospital ship **USNS Mercy (T-AH 19)** navigates alongside **USS Abraham Lincoln (CVN 72)** after arriving on station near Banda Aceh, Sumatra, Indonesia. Mercy has been forward deployed to assist in humanitarian aid efforts currently in progress. Mercy will serve as an enabling platform to assist humanitarian operations ashore in ways that host nations and international relief organization find useful.

The Abraham Lincoln Carrier Strike Group has been operating in the Indian Ocean off the waters of Indonesia in support of Operation Unified Assistance, the

humanitarian relief effort to aid the victims of the tsunami that struck Southeast Asia.

(U.S. Navy photo by Photographer's Mate 3rd Class Gabriel R. Piper (RELEASED))



USNS MERCY is one of the two Hospital Ships of the Navy. Both ships are maintained by the Military Sealift Command and are part of the Naval Fleet Auxiliary Force (NFAF).

Keel Laid: 1976 (As oil tanker SS Worth)
Launched: July 20, 1985 (the hospital ship)
Commissioned: November 8, 1986
Builder: National Steel and Shipbuilding Co., San Diego, Ca.
Propulsion system: two GE turbines
Propellers: one
Length: 894 feet (272.6 meters)
Beam: 106 feet (32.3 meters)
Draft: 33 feet (10 meters)
Displacement: approx. 69,350 tons full load
Speed: 17.5 knots
Aircraft: helicopter platform suitable for all helicopters
Armament: none
Homeport: San Diego, California
Crew: Active: 63 MSC, 956 Naval medical staff and 258 Naval support staff
Crew: Inactive: 16 MSC and 40 Naval medical staff



**We Support
Our Troops...**



U.S. Navy photo by Photographer's Mate
Second Class Timothy Smith
(RELEASED)

(Source: www.news.navy.mil)

THE JERSEYMAN

1980'S - USS IOWA DIVISION ASSIGNMENTS

USS IOWA (BB-61)...

"Aboard **USS IOWA**, my 5th Division berthing was amidships, and located right at the expansion joint on the ship.

In any rough seas, it would really groan and creak... One of the 5th Div. Seamen used to say "Don't worry, that's just the old lady flexing her bones."

I was also aboard when we did a few midshipman cruises. They were assigned to every Division, and we were reminded to watch how we treated them because one day they may be our Division Officers, CO's, or Admirals. They worked right alongside our Seamen or Firemen. What was funny though, even when IOWA didn't pitch and roll, many of them still got seasick! Deck department taught them basic seamanship, and during that time all our Divisions on **USS IOWA (BB-61)** were set up this way.

First Division - Was responsible from the rear of Turret #1 to the bow, the anchors, the paint lockers, Bos'n stores, and the canvas locker. Battle stations were Turret #1, and all levels within.

Second Division - Was responsible from Turret #2 to amidship, all upper decks from 01 level on up. They stood all the underway watches, such as helmsmen, lee helmsmen, lookouts etc... Battle stations were Turret #2 and all levels within.

Third Division - They took care of all accommodation ladders, boat booms, or any gear that lifted heavy weight. They took care of the main deck around Turret #3, plus the fantail aft the flight deck. Battle stations were Turret #3 and all levels within.

Fourth Division - Now these were the "UNREP" folks. They took care of all the UNREP gear plus they did most refueling of other ships, or taking on fuel, high-lining etc... Battle stations were manning the 5"/38 secondary batteries.

Fifth Division - This was my Division, and we were the "Boat People." We took care of all the boats, life boats, life jackets, boat davits, and boat dollies. We also took care of the Teak decks amidships. Our battle stations were also manning the 5"/38 secondary batteries. I was the upper handling room Captain of Mount #52. We also had to instruct all the other deck division seamen how to run the boats, and to teach the Junior Officers.

Sixth Division - These were the flight deck people. They took care of IOWA's Helo deck. Landed the helo's, refueled them, and helped take care of them and secure them. Battle stations were all around the flight deck. They also had the "**Hot Papa**" to fight any helo crashes on the flight deck. They handled all the helo ops, ammo transfers, food stores etc., along with assigned working parties from the other divisions.

MARDET—The Marines - They manned Mount #57, and handled all small arms aboard IOWA and that included the armory. They also handled the Brig!

As far as handling UNREPS aboard IOWA, the 4th Division were the "**UNREP KINGS**," responsible for refueling the ship, and refueling other ships. My 5th Division, well, we always manned the duty life boat during any of these operations. I think they did it a little different on BB's 62, 63, and 64 though."



BM1 (SW) Charles Brown, USN (Ret.)
USS IOWA (BB-61)
St. Louis, Missouri

(Photos from **USS NEW JERSEY** in 1968, are provided courtesy of **RADM J. Edward Snyder, Jr., USN (Ret.)** Commanding Officer, **USS NEW JERSEY (BB-62)** - Vietnam)



THE JERSEYMAN

SHIPMATE SAM KUNCEVICH... 1919 - 2004

Remembering a shipmate... by Volunteer Chet Klabe, WA2YDS

"If you're one of those sailors or ex-sailors sporting memorabilia of your ship on a cigarette lighter or jacket, chances are that it was a Philadelphia Naval Shipyard Employee named **Sam Kunceвич**, that designed the crest.

Sam Kunceвич of the Philadelphia Naval Shipyard Planning, Engineering, Repairs and Alterations of Cruisers and Destroyers Branch (PERA CRU-DES,) had been designing ship and squadron crests since WW2.

After working as a shipfitter on such ships as **USS NEW JERSEY**, and **USS WISCONSIN**, Sam joined the Army Air Corps and served with the 315th Medium Bombardment Squadron, and flew B-25 Mitchell Bombers. While assigned to that group, Sam was asked to design their crest. Other squadrons, including Fighter squadrons, soon followed. They liked what they saw, and asked for his skill with designing their crests too.

Sam's first navy crest was for the **USS GALVESTON**. The CO was looking for a new crest for the ship, and hearing of Sam's talent, asked if he had ever done a unit insignia. Recalling his World War 2 efforts, Sam described his previous work on crests. The crest for GALVESTON then became just the first of more than 240 unit crests designed by Sam Kunceвич. Not just for US Navy ships and squadrons either. He also designed crests for France, Spain, Italy, Argentina, China, Iran and Turkey.

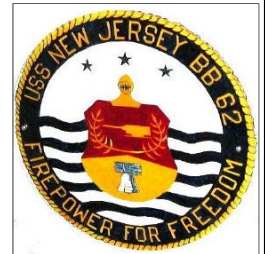
Because of his work on design of ship's crests, the Army College of Heraldry also designated Sam as an expert of Naval Heraldry. He now had a fleetwide and probably international reputation as an expert in designing ship's crests.

His crest designs for various ships did not go unrewarded. In time, he now owned about 115 of the ship's crest plaques that had been designed by him, and mostly cast in bronze. He had an entire 8 by 15 foot wall at home that was covered with them. Because of their weight though, and fearing collapse of his wall, Sam packed up all the plaques and stored them in his basement... hiding them from the view of his many visitor's and admirers.

In addition, Sam was an avid stamp collector, and he also produced historical artwork which had from time to time been published in local newspapers. Sam was always much to modest to talk of his many accomplishments. Even the crest now on display aboard Battleship NEW JERSEY, and seen here, was only one of Sam's many fine works.

Sam left us on November 7, 2004. He will be missed by all of his friends, and there were many. I was very privileged to call him my good friend for more than 35 Years..."

Chester Klabe
US Coast Guard, WW2
Riverton, New Jersey



Korean War photos... USS NEW JERSEY

Many 35mm slides taken aboard **USS NEW JERSEY** during the Korean War were recently donated to the ship's archives by the family of **Lt. Lewis Glow**. With the assistance of **Shipmate Volunteer Andy Roppoli**, and **Archives Manager Bob Walters**, we plan to include many of these newly digitized photos in our future issues.

(If you served aboard any IOWA-Class Battleships during the Korean War, or in any ships serving alongside the IOWA's, we ask to hear from you!!)



THE JERSEYMAN

MORE BATTLESHIP NEW JERSEY VOLUNTEERS...

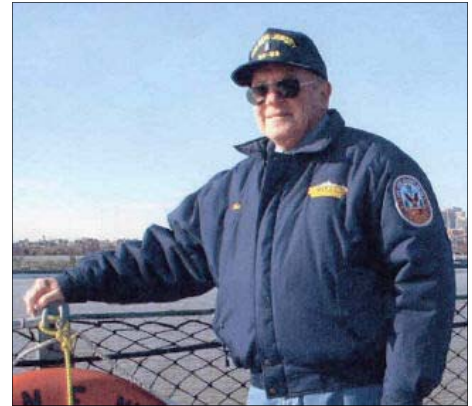
All Hands...

One goal of *The Jerseyman* is to display a photo and brief bio of all Battleship New Jersey volunteers. If we have not yet included your individual photo in one of our issues during the past 3 years, we ask that you please contact us soon.



EM2 John McGranahan
 USS PROTEUS (AS-19)
 USS DYNAMIC (MSO-432)
 USN/USNR 1962-1984

A "mystery" volunteer photo taken at Great Lakes boot camp Ca. 1945. Any guesses?



1st Lt. Richard J. Blash, USA
 Artillery Officer 24th Inf. Div. Korea
 US Army 1955-1957

Geez... I remember when I was 17 this was the pits... now I'm a volunteer pushin' 77, and enjoy'n it?? Hmmm...



Lt. Chuck Hamilton, USN (Ret.)
 USS SARATOGA (CVA-60) 1963-65
 Phila. Naval Shipyard 1965-68
 USN 1948-1968



AFCM Dave DiMarzio, USNR (Ret.)
 Atsugi, Japan NAS
 1951-1955 USN
 1956-1991 USNR (Ret.)

THE JERSEYMAN

SHIP'S BELLS & STORIES

Thanks!

USS CANBERRA (CA70/CAG-2)

Bryan Humphrey
Secretary Treasurer

USS CANBERRA Reunion Association
Ocean Pines, Maryland

USS CANBERRA (CA70/CAG-2) was the first United States Navy ship ever to be named for an ally's fallen vessel.

On 9 August 1942, **HMAS CANBERRA** was lost in combat while on patrol at Guadalcanal, and at the request of

President Franklin Delano Roosevelt, **U.S.S. CANBERRA** was named in her honor.

USS CANBERRA's bell was presented to the **Government and Commonwealth of Australia**, by **President George W. Bush**, and accepted by **Australian Prime Minister John Howard**. The bell was presented at the Washington Navy Yard, and in commemoration of the 50 year **ANZUS** Military Alliance.

~~~~~

The date was **September 10th 2001...**

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(Please keep the US Navy ship's bell photos coming.
All photos are returned on request.)



THE JERSEYMAN - 2004...

A complete annual set of *The Jerseyman* for 2004, and including the most recent 2005 commemorative issue of World War 2 veterans, is now available on CD from the Naval Historical Center, Operational Archives.

CD's may be ordered by sending a \$10 check to cover reproduction and shipping, and made out to "**Department of the Navy.**" Other annual CD's of *The Jerseyman* are available for the years 2002, and 2003. A separate \$10 check is required for each year.

Please send your requests to:

Ms. Kathy Lloyd
Head, Operational Archives Branch
Naval Historical Center
805 Kidder Breese Street, S.E.
Washington Navy Yard, DC
20374-5060

Attention: "*The Jerseyman 2004*"

ATTENTION - WORLD WAR 2 USS NEW JERSEY CREWMEN...

Due to long distances involved, only a few USS NEW JERSEY crewmen from WW2 were able to make it for the group photo seen in the January 2005 issue.

To commemorate your WW2 service aboard USS NEW JERSEY, please send us your photo along with Rank/Rate/Rating, Division, and GQ station. A comment or two is welcome and encouraged!

We ask to include your proud service in remaining issues commemorating the end of WW2...

UNITED STATES NAVY SHIP'S BELLS

A Naval Heritage Display
of Battleship NEW JERSEY (BB-62)
and *The Jerseyman*

BATTLESHIPS



USS NEW JERSEY (BB-62)

USS NEW JERSEY (BB-62)

Built: Philadelphia Naval Shipyard

Displacement: 57,200 Tons

Length: 887' 7" Beam: 108' 3" Draft: 38 feet

Speed: 33 knots

Class: IOWA

Commissioned May 23, 1943, **USS New Jersey** participated in nearly all of the Western Pacific campaigns from her arrival in the theater January 1944 until the end of WW II. Her first combat action came as a unit of the Fifth Fleet in assaults on the Marshall Islands. Next was the invasion of the Marianas where her heavy guns battered Saipan and Tinian. She screened carriers as American and Japanese pilots duelled in the Battle of the Philippine Sea, and then contributed to strikes on Guam and the Palaus. In late 1944, she served as Admiral William Halsey's flagship, and as a unit of fast carrier task forces ranging the waters off the Philippines, Okinawa and Formosa. *New Jersey* was directly engaged in the conquest of Okinawa in early 1945. She fought off air raids, rescued downed pilots, and defended the carriers from Japanese suicide planes. She provided heavy bombardment, and the "softening up" of invasion beaches for the assault. Following "VJ" Day, and several other flagship assignments within Japanese waters in late 1945, she then took aboard nearly a thousand homeward-bound troops for the trip home in operation "Magic Carpet."

In 1946, The "Big J" returned to the Atlantic, making midshipman cruises to Northern European waters and operating in the western Atlantic. She was decommissioned at Bayonne, N. J. in June of 1948. With the outbreak of hostilities in Korea, she was re-commissioned on 21 November 1950. During her two tours of duty in Korean waters, she operated in direct support of United Nations troops, interdicted Communist supply and communication routes, and destroyed supplies and troop positions.

New Jersey made deployments to Northern Europe and the Mediterranean between 1955 and her decommissioning at Bayonne on 21 August 1957. Her third career began 6 April 1968 when once again, she was re-commissioned in Philadelphia. Operating from her new homeport of Long Beach, California, she arrived off the coast of Vietnam in late 1968. For the next six months she fired against Communist targets, destroying multiple gun positions and supply areas. At the time of the Vietnam war, **USS New Jersey** was also the world's only active battleship. Unexpectedly, upon her return home from Vietnam, *New Jersey* was once again ordered decommissioned for a third time at the Puget Sound Naval Shipyard on 17 December 1969.

New Jersey returned to the active fleet for her fourth and final time in December of 1982. After mounting a show of strength off troubled El Salvador, she rushed to the Mediterranean in the fall of 1983 to provide fire support for Marines in Beirut, Lebanon. For the next seven years she served in a variety of roles, including regular deployments to the Western Pacific. She was decommissioned for the final time in February of 1991. *New Jersey* was awarded 19 battle

stars for her actions against the enemy, making her the most decorated battleship in the history of the United States Navy.

In 1999, *New Jersey* was towed from Bremerton, Washington to Philadelphia in preparation for final berthing as a museum ship in New Jersey. In January 2000, the Secretary of the Navy announced that Camden, New Jersey had been selected as her new home...

Information sources: Department of the Navy, Naval Historical Center, and the Dictionary of American Naval Fighting Ship (DANFS.)



Photos by: *The Jerseyman*