



**July
August
September
2005**

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

THE JERSEYMAN

WORLD WAR TWO...



**USS NEW JERSEY
VETERAN'S ORG. REUNION
September 28 to Oct 2, 2005
Welcome Back!!**

(Aerial photo courtesy of the State Transportation Department.)

THE JERSEYMAN

Editor's Notes...

A message sent to all naval ships and stations in June 1999 by then CNO, ADM Jay L. Johnson reads in part:

"... IT IS APPARENT THAT THE TWO MOST SIGNIFICANT DATES IN OUR NAVAL HISTORY ARE 13 OCTOBER 1775, THE BIRTH OF OUR NAVY, AND 4 JUNE 1942, THE BATTLE OF MIDWAY... TWICE A YEAR, WE WILL PAUSE AS A NAVY, TO REFLECT UPON OUR PROUD HERITAGE AND TO BUILD IN ALL HANDS A RENEWED AWARENESS OF OUR TRADITION AND HISTORY. THROUGH SUCH REFLECTION, WE WILL HELP DEFINE THE SIGNIFICANCE OF OUR SERVICE TODAY IN DEFENSE OF OUR COUNTRY'S FREEDOM. WE ARE THE CARETAKERS OF A TORCH PASSED ON BY NEARLY TWO HUNDRED AND TWENTY FIVE YEARS OF NAVAL HEROES. EACH OF US WILL BE ENRICHED BY HONORING THEIR CONTRIBUTIONS. I BELIEVE IT IS APPROPRIATE THAT WE TAKE TIME TO PAUSE AND REFLECT FORMALLY UPON OUR PROUD NAVAL HERITAGE."

To also participate, and commemorate the **Battle Of Midway** victory 63 years ago, *The Jerseyman* is fortunate to have contact with a defender of the island during the Battle of Midway, and we are honored to feature another story of **John V. Gardner, USMC** in this issue.

We also include some snapshot looks at the **USS ARIZONA** taken a few years prior to the war. The 1934-1938 **USS ARIZONA** photos are from the scrapbook of **GM3/c Milan J. Somora, USN.**, and are provided courtesy of **Lon Somora**, a volunteer aboard Battleship New Jersey. We appreciate that the Somora family has made these exclusive family photographs available for *The Jerseyman*...

We also have permission to quote from a very candid and enlightening oral interview given in 1983 by the **First Editor of The Jerseyman, CDR. Julius C. C. Edelstein, USNR**, to **Naval Historian and Author Paul Stillwell**. Do any **USS NEW JERSEY** WW2 crewmen remember eating that SPAM? He sure does...

With thanks to the 14th CO of **USS NEW JERSEY, Captain Robert C Peniston, USN, Ret.**, we have had quite a bit of contact with **Lt. A. Lea Booth, USNR**, who was involved with Communications Security (COMSEC,) in Task Force 38, and served in Admiral Halsey's staff. Specifically, he was the OIC of a group of USN radiomen that did some of the "Dirty Tricks" used so successfully against Japanese forces at the close of the war. A segment of his never before published account, and some of the methods used for communications deception in WW2 are shared in this issue, with many thanks...

In addition to bringing cartoons and smiles to our readers, Shipmate **Hamp Law** of the **USS TENNESSEE**, also provided his own very poignant battleship memories of WW2. Just a few excerpts from this personal account are included, and of course, with many more of Hamp's original cartoons. Once again we say thanks for sharing his talent, and for sending his memories of wartime days aboard **USS TENNESSEE**. You will also notice that Hamp has now put our "Pointing Swabby" into the correct uniform of the day - Summer Dress Whites!



We are also happy to print a humorous story about sleeping in hammocks aboard **USS IDAHO (BB-42,)** as told by **Senior Chief Dave Graham, USN/Ret.** Dave tells us what it was like to first jump into one of those shipboard hammocks and how long it took him to stop falling out of them!

Also, we are trying to provide some assistance to **Prof. Tom Banit of Kean University**, in his efforts to document oral histories from **USS NEW JERSEY** crewmen. *"Any former crewmembers or others associated with the ship (i.e. Marine and army personnel who were supported by its naval gunfire,) who are interested in being interviewed aboard BB-62 should contact Dr. Banit. These interviews are normally held on Fridays. Interviews can also be conducted by telephone for those who cannot travel to Camden, New Jersey. Finally, a self-interview process is being initiated where interviewees can answer selected questions on a CD-ROM or audio cassette. All inquires should be sent to Dr. Tom Banit, Willis Hall Room 105F, Kean University, 1000 Morris Avenue, Union, NJ 07083."*

We also want to say thanks once again, to the family of **Chief Petty Officer Victor Feltes**, who kept a daily log of action aboard **USS NEW JERSEY** during all of WW2. The Chief's log has helped to dramatically recall the final days of combat aboard **USS NEW JERSEY** from April 7, 1945, and on through to Mid-August of 1945, and the end of the war in the Pacific.

Finally, we want to thank again, shipmate volunteers **Bob Walters, Andy Roppoli, George LoPresti, Rich Thrash, Art Lohan, Skip de Glavina, and Ken Kersch**, for their continuing help with volunteer photos, recording of shipboard events, and other assistance in helping to bear a hand for *The Jerseyman*. - TH

THE JERSEYMAN

USN SHIP'S BELLS/STORIES Thanks!

USS CHICAGO (CA-29) Ron Ritzler

Palos Heights, Illinois
Volunteer - Museum of Science
and Industry Chicago, Illinois

USCGC TANAY Volunteer Skip DeGlavina

Millville, New Jersey

USS PHILADELPHIA (CL-41) Bob Pepper

St. Louis, Missouri

USS NEWPORT NEWS (CA-148) Al Siegel

(OE Division 1967-1970)
Los Angeles, California



USS NORTH CAROLINA (BB-55) Leo H. Bostwick

Southport, North Carolina

USN SHIP'S BELLS/STORIES Thanks!

USS HUDSON (DD-475) Rolland Garber

Bellmawr, New Jersey

WW2 VICTORY BELL Fordham University, NY Volunteer Brian Callahan

Cinnaminson, NJ,
and from Fordham University
Patrice Kane
(Head Archives/Collections,
and Elizabeth Manigan
(Director of Public Affairs)

USS MIDWAY (CV-41) John Sunde

San Diego, California

UH, PERMISSION TO
COM' ABOARD, SIR!



USS NEW JERSEY Veteran's Reunion... 28 Sept. to 2 Oct. 2005

WELCOME BACK!

For more information, please visit the
USS NEW JERSEY (BB-62)
Veteran's website at:

www.ussnewjersey.org
and click on:
"The Jersey Bounce."

"The willingness with which our young people are likely to serve in any war, no matter how justified, shall be directly proportional as to how they perceive veterans of earlier wars, and how they were treated and appreciated by this country."

~ President George Washington - 1789 ~

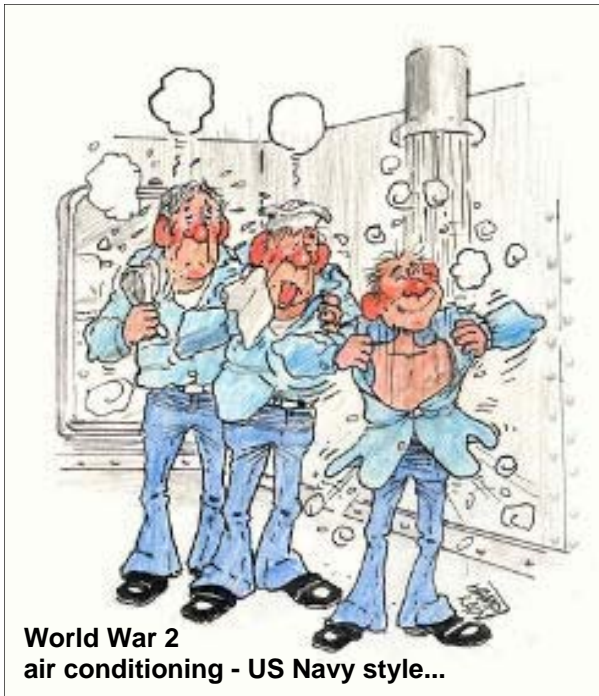
THE JERSEYMAN

(USS NEW JERSEY's Battle Announcer, and first Editor of *The Jerseyman*... Excerpts from the oral history of CDR. Julius C. C. Edelstein, USNR, as told to Paul Stillwell, in New York City, on July 2, 1983.)

"Edelstein remembers being in the NEW JERSEY from 1943 to 1945, and says those 2 1/2 years were the heart and core of his naval career, and **"I loved the ship."** **"It was a happy ship. It lived and adventurous life in the years I was on her."** He was in communications and stood a regular communications watch — he was a jaygee at the time.

He was editor of the ship's newspaper and broadcast a daily news digest while at sea. When appropriate, he wrote speeches for the captain. **"When we were at sea, Admiral Halsey was very interested in the daily news broadcasts that I used to give. He would raise hell when it wasn't on the minute when it was supposed to start. These broadcasts were around the supper hour. "Of course, I had so many duties I never got time to sleep."** Because of the frequent GQ's and so forth, he learned how to catch naps of 15 minutes or so, and this has stood him in good stead the rest of his life. These naps were **"on deck, on my desk, anywhere - but not in my bunk, no."**

Edelstein's GQ post as battle announcer was right outside the conning tower, and he had the admiral's or the captain's circuit on his ears. The only other person out there besides the gun crews was the Marine who was the captain's orderly. These reports were over the 1MC.



World War 2
air conditioning - US Navy style...

One of the worst campaigns that Edelstein remembers was HOLLANDIA. The NEW JERSEY was in the bombardment force, and carriers were also involved. He remembers it because it was so uncomfortable. **"General Quarters all the time, and it was hot."** The ship didn't get new supplies for a long period of time, so they ate a lot of SPAM in that period. Food was very good on the NEW JERSEY up to then. **"It degenerated into SPAM for breakfast, SPAM for lunch, SPAM for dinner. And I got so that to this day, I can't touch it. And it was hot;... it was hot."** He remembers it being from 100 to 120 degrees in his room. Mattresses at that point had to be covered with some sort of flameproof oil cloth. No ventilation. Men were constantly bathed in perspiration, whether asleep or awake. When they weren't under attack, it was dull, noisy, and they never knew what was coming. We had to be at GQ constantly, and he never undid the bed; he would sleep on top of it. Even after a couple of hours. He would wake up swimming in a pool of sweat. Especially true because the flameproof mattress cover was impervious to moisture. The decks and bulkheads were bare metal...

"I'll never forget what (Adm.) Leahy said. Leahy had Halsey under him at one time... I think it was while he was in a destroyer division... and he said, "Well, every ship ought to have three captains, if we could afford it. One would be the

captain who conducted ship's business and kept contact with the rest of the navy world or public world in port. Second is a navigator who knows how to sail the ship under all sorts of conditions... storm, stress. And then the one that you keep in the hold and feed on red meat, and only let him up when there was a battle... and that's Halsey."

CDR. Julius C. C. Edelstein, USNR
USS NEW JERSEY (BB-62)
New York, New York



Photos of Julius C.C. Edelstein aboard USS NEW JERSEY, and as Senior Vice Chancellor emeritus of the City University of New York (CUNY,) were provided courtesy of the LaGuardia and Wagner Archives of LaGuardia Community College/CUNY.

THE JERSEYMAN



THE SINKING OF IJN YAMATO... April 7, 1945

(From the DIARY OF CHIEF PETTY OFFICER VICTOR FELTES - USS NEW JERSEY...)

“April 7, 1945 -

Something is cooking! We are staying in the Task Group. Planes are hitting Okinawa. 1130 - Battle announcer tells us that we have just launched an air strike of 300 planes against a Jap task force of 1 BB, 2 Cruisers and 10 DD's, 220 miles away, North of Okinawa. Over 150 planes were shot down by Task Group 58.1 and 58.3 yesterday and an undetermined number over Okinawa. Supposed to be using all types of planes and this

no doubt is their bid to stop us. DD reports 9 planes passed over it on its way to attack 58.1. Our CAP splashed 2 this morning. Jap got two hits, and neither serious yesterday. RANDOLPH joined us last night.

1222 - General Alarm ring as HANCOCK in task group on horizon received a bomb hit and is afire.

1234 - 5 planes shot down by CAP near our picket boat.

1315 - Our communications plane with air strikes over Jap surface force reports hit on BB, Cruiser and 3 DD's dead in the water.

1326 - Secured from GQ.

1341 - General Alarm rings as task group 58.1 off of our port bow opens up on two planes coming in low.

1400 - 5 planes have been splashed by C.A.P. with another raid at 13 miles.

1420 - 58.3 opens up with intense AA fire and 1 plane is shot down in flames.

1500 - Since 1300, 9 single engine, and 5 twin engine planes have been shot down by our forces.

1615 - Captain tells crew incomplete reports have heavy cruiser sunk, other dead in water burning fiercely, 3 DD's sunk, and BB hit by 3-1,000 lb bombs and torpedoes, making 1 knot in the water. All ships were hit in the Jap Task Force.

1645 - Captain announced that Jap BB, 2 cruisers and 5 DD's were sunk. 2 DD's left burning and dead in water from later reports. Another Jap BB and 3 DD's reported under observation.

(Continuing action reports and repeated GQ, April 8, 9 and 10, scuttlebutt USS NEW JERSEY headed stateside.)

April 11, 1945 - 1350 hours GQ. Many bogeys reported closing at 65 miles.

1406 - South Dakota and DD's open up.

1411 - NJ opens up for 3 minutes and shoots down 4th plane - barely misses carrier exploding in water.

1440 - BUNKER HILL CAP reports shooting down 3 Japs.

1454 - NJ opens up, Plane just misses carrier in flames.

1506 - 6 planes have been shot down by ship's AA fire and NJ continuously firing on targets.

1520 - TF Commander tells all ships a message has been intercepted from Jap coordinator for another attack. All quiet now. 9 planes were shot down so far within our formation.

1550 - USS KIDD coming alongside to transfer wounded personnel.

1625 - TF Commander tells all ships to expect an all out air attack by Japs in the next two days...

According to Chief Feltes - In the 5 days from April 7, 1945 with the destruction of the Japanese fleet, including IJN YAMATO, and up through the announcement of President Roosevelt's death occurring on April 12, 1945, USS NEW JERSEY was in nearly continuous combat. On April 14, USS NEW JERSEY began transfer of planes and spare parts. Again, according to Chief Feltes: **“Looks like this is it!”** as the ship leaves the task group with ENTERPRISE, MINNEAPOLIS, and 3 DD's for Ulithi. **“The first leg of our homeward journey.”** On April 15, 1945, Admiral Badger transfers his flag to USS IOWA. On April 19, 1945, USS NEW JERSEY is underway for Pearl Harbor and the United States in company with USS MINNEAPOLIS. She arrived at Puget Sound Navy Yard on May 4, 1945, commenced unloading ammunition, and the crew began leave. May 8, 1945 welcomes in VE Day, **“Today the war in Europe came to an end!”** On July 4, 1945, USS NEW JERSEY was underway again for Long Beach, and **“10 day refresher course and gunnery exercise, before leaving for the combat area.”** On August 2, 1945, USS NEW JERSEY put out for the forward area, and **“Eniwetok for a couple of weeks and to pick up Admiral Halsey. He will transfer his flag from USS MISSOURI. On the way, we will throw some shells at Wake Island.”** On August 8, 1945 at 1000, we started to bombard Wake Island with 16” (106 rounds are recorded as fired at Wake...) opening up at 16,000 yards. Return fire was encountered from the beach when we closed to work them over with 5”... Aug 10, 1945 another atomic bomb dropped on Japan! August 13, 1945 anchored in Apra Harbor, Guam at 1235... August 15, 1945 It's official, the war is over! Aug 17, 1945 Admiral Spruance's flag raised aboard USS NEW JERSEY...”

Planes from carriers of Task Force 58 began their attack on the Japanese fleet at 1232 on April 7, 1945. IJN Yamato finally sank in 30°40N, 128°03E, with the loss of 2,498 men. **“When she went down, five centuries of naval warfare ended.”**

Source: **“The Two-Ocean War”** by Adm. Samuel E. Morison, USN - Pub. Atlantic - Little, Brown (1963)

THE JERSEYMAN

WORLD WAR 2 VICTORY/MEMORIAL BELL AT FORDHAM UNIVERSITY...

The facing page photo showing the World War 2 Victory bell located at Fordham University in New York, was originally submitted to *The Jerseyman* by Battleship New Jersey Volunteer **Brian Callahan**, a Fordham graduate, Class of 1962.

When we receive ship's bell photos, we usually ask contributors for background stories about the bell, where it is found on display, etc... so we contacted Fordham University, and connected with the Fordham University **Director of Public Affairs, Ms. Elizabeth Manigan**. Ms. Manigan was very helpful, and helped even further by also mentioning our request to **Ms. Patrice Kane, Fordham's Head of Archives and Special Collections**.

Here is where the information on the Fordham Victory Bell photo took an interesting and unexpected turn, and indirectly involved **USS NEW JERSEY (BB-62)**. Not only did we receive a new and very high resolution photo of the Memorial bell at Fordham, but thanks to Ms. Kane and Ms. Manigan, we received full documentation of the bell's origin, and of the 1946 ceremony to bless the bell by the Archbishop of New York, **His Eminence Cardinal Francis Spellman**.

When we read the documentation concerning the bell, we did not expect to find that the World War 2 Victory bell presented in 1946 to Fordham University by Admiral Chester W. Nimitz, was retrieved in Japan by one of **USS NEW JERSEY's** former CO's, **Captain Francis D. McCorkle**. Captain McCorkle was the eighth Commanding Officer of **USS NEW JERSEY**, and commanded the ship from November 17, 1951 to October 20, 1952.

On 11 November 1945, and just 3 months following war's end, **Fleet Admiral Nimitz** sent a Priority message to the Commander 5th Fleet, CTF55, and CTF51, with this text: "**FLEET ADMIRAL NIMITZ HAS REQUESTED A JAPANESE SHIPS BELL TO MOUNT ON THE ROOF OF THE GYMNASIUM OF FORDHAM UNIVERSITY X ADVISE COMMANDER 5TH FLEET BY DISPATCH IF SUITABLE BELL OF KNOWN ORIGIN AVAILABLE BT**". This message was directed to **Captain F.D. McCorkle, USN** who at the time was **Commander, Destroyer Squadron FIVE** located in Sasebo, Japan.

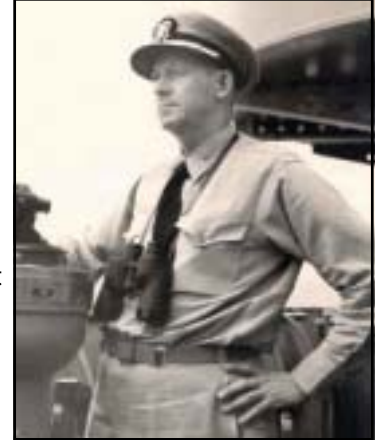
In a responding message back to **Fleet Admiral Nimitz**, **Captain McCorkle** advised that the bell documentation from the Japanese carrier **IJN JUNYO** had been furnished to him by **VADM Sugiyama's** representative, **Captain Tobita** of the former Japanese Navy, and it reads:

"JUNYO -	Built in Nagasaki
	Commissioned - 6 May 1942
	Length - 277 M.
	Beam - 28 M.
	Draft - 9.2 M.
	Complement - 1367
	Complement (maximum) - 1800
BELL -	Weight 20Kg.
	Diameter (base) 30 Cm.
	Height 50 Cm."

The dispatch went on to say that Captain McCorkle had to use Fleet Admiral Nimitz' message to obtain passage in removing the bell. "***This pass permitted the bell to be brought about five miles from a cave near Sasebo to the dock... The facts are that the bell had been removed from the JUNYO sometime previous to 28 October and stored in a cave in the country. The cave was located approximately five miles east of Sasebo in a spot designated by the FIFTH Corps as "Villent Hill Area."***

- Signed/F.D. McCORKLE, Captain, U.S. Navy, Commander Destroyer Squadron FIVE.

We thank Battleship New Jersey Volunteer **Brian Callahan '62**, and Fordham University's **Ms. Patrice Kane** and **Ms. Elizabeth Manigan** for their help with this nearly forgotten World War 2 history. History that included **Captain F.D. McCorkle, USN.**, the eighth Commanding Officer of **USS NEW JERSEY (BB-62)**.



THE JERSEYMAN

WORLD WAR 2 VICTORY/MEMORIAL BELL



May 11, 1946 - President Harry S Truman rings the WW2 Memorial bell at Fordham University for the first time, with Fleet Admiral Ernest J. King, USN looking on...



The plaque above and seen on the facing side of the stone pedestal reads:

**Presented By
Admiral
CHESTER W. NIMITZ '44,
As A Memorial To Our Dear Young
Dead Of World War II And Blessed
By His Eminence
FRANCIS CARDINAL SPELLMAN '11.
This Ship's Bell From The Aircraft
Carrier JUNYO Which Clamored In
The Battles Of Savo, New Guinea
And The Solomons Before Being
Silenced By An Aerial Bomb At
Saipan. Was First Rung At Fordham
By The President Of The United
States, The Honorable
HARRY S. TRUMAN, '46,
On May 11th, 1946, The Charter
Centenary Of The University.**



"The dates following names on the plaque, indicate when the men graduated from Fordham. Cardinal Spellman in 1911, Fleet Admiral Nimitz received his honorary degree from Fordham in 1944, and President Truman received his honorary degree from Fordham in 1946."

Ms. Patrice Kane, Head, Archives and Special Collections,
Fordham University Library

THE JERSEYMAN

USS ARIZONA (BB-39) - 1938

**USS ARIZONA (BB-39).. from the scrapbook of
Gunner's Mate 3/c Milan J. Somora., USN Circa. 1934/1938
(USS ARIZONA photos are courtesy of Volunteer Lon Somora, of Medford, NJ)**



THE JERSEYMAN

USS ARIZONA (BB-39) - 1938

Copied from the "At Em' Arizona,"
newsletter dated 3 Sept 1938:

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### "The Laws Of Oleron"

"The following is a section of laws which were adopted to govern the British Navy by Richard I of England:

"Know all men that we, with the aid of upright counclers, have laid down these ordinances.

"Whoever shall commit murder aboard ship shall be tied to the corpse and thrown into the sea.

"If a murder be committed on land, the murderer shall be tied to the corpse and buried alive.

"If any man be convicted of drawing a knife for the purpose of stabbing another so that the blood shall flow, he shall lose a hand.

"If a man strike another with his hand, he shall be ducked three times in the sea.

"If any man defame, vilify, or swear at his fellow, he shall pay him as many ounces of silver as times he has reviled him.

"If a robber be convicted of theft, boiling pitch shall be poured over his head and a shower of feathers be shaken over to mark him, and he shall be cast ashore at the first land at which the Fleet shall touch.

"If any man within a ship had slept upon his watch four times and so proved, this be his punishment: The first time he shall be headed at the mainmast with a bucket of water poured upon his head. The second time he shall be armed, his hands held by a rope and two buckets of water poured into his sleeves. The third time he shall be bound to the mainmast with gun chambers tied to his arms and with as much pain to his body as the Captain will.

"The fourth and last punishment being, as we would say nowadays, a cumulation of offenses. It is enacted that being taken asleep he shall be hanged to the bow-sprit end of the ship in a basket, with a can of beer, a loaf of bread, and a sharp knife, and if he choose he may hang there until he starve or he may cut himself into the sea."

- Keystone"

~~~~~

(Is it just me, or does "**Rocks n' Shoals**" now sound kinda tame? - TH)



THE JERSEYMAN

USS ARIZONA (BB-39) - 1938



1934 Movie "Here Comes The Navy"
was filmed aboard USS ARIZONA...



USS ARIZONA (BB-39)

"Bill Of Fare For The General Mess

Week of October 7, 1935

Total Estimated Cost: \$3,380.80

Total Estimated Rations: 7,000

Est. Ration Cost Per Day: .4829"

~~~~~

...and the posted Wednesday and  
Saturday breakfast menu aboard USS ARIZONA  
for the week of 7 October 1935 was...

*"Baked Pork & Beans with Hot Cornbread"*

## THE JERSEYMAN

### 6TH DEFENSE BATTALION MIDWAY ISLAND 1941-42

by John V. Gardner, USMC

"I will never forget my first view of Midway Atoll. It was August 1941 and the advance detail of the 6<sup>th</sup> Defense Battalion was arriving off the island aboard two battle ready United States Heavy cruisers. The **USS ASTORIA**, and **USS CHESTER**. There on the horizon a very small white line just poking up on the horizon. It appeared that there were a few trees, maybe. As we closed on the Island the white was what looked like sand, and



USS ASTORIA (CA-34)

yes there were some trees. Not many. It made my stomach sink, and wonder how long we would be here.



Speaking of the two beautiful United States battle cruisers, the unsinkable ones? Almost exactly one year later, on August 9, 1942, the **USS ASTORIA** that I had traveled in was at the bottom of the sea just off Tulagi, in the Solomon Islands. We learned that Japanese vessels had crept in undetected during the night and struck a fatal blow to the cruisers **USS ASTORIA**,

**USS QUINCY**, **USS VINCENNES**, and the Australian Cruiser **CANBERRA**. There was also heavy damage to the cruiser **USS CHICAGO**, but she survived. These four cruisers were the first to be sunk in an area that would later be known as "*Iron Bottom Sound*." Radar was new and not well understood, and at the time, only one US destroyer was equipped with radar, and it was being used as a picket ship to the north.

Back at Midway 125 Marines, members of the 6<sup>th</sup> Defense Battalion, disembarked over the side of the **USS ASTORIA**, and onto a barge brought along side by a yard tug. The tug took us into the harbor and alongside the one and only dock on Sand Island. Tied up at the dock was the **USS SAILFISH** a submarine. It caught my eye. I remembered that she was at one time named the **USS SQUALUS** that had made a dive in the Atlantic and failed to surface. A very heroic rescue was partially successful, and 33 of the crew were taken off alive one at a time via the Momsong lung. The vessel was in 240 feet of water and the hull was raised rebuilt and renamed.. **SAILFISH** survived WW-II.

We Marines were directed to the tent city a few thousand feet from the docks. Typical 6 man tents, nestled in between the messhall and the officers and Staff NCO quarters. As a result of heavy rains during the previous night most of us had soaked bed rolls. I was sleeping beneath one of the forward gun turrets, but blowing rain didn't spare those sleeping there. My first thought once at the tents was to unroll my bed roll and attempt to get some evening sunshine and breezes to dry the pad and blankets. My effort was only mildly successful. I slept in a damp bed. Thousands moaning birds cried the entire night. They sound like babies crying. I had my doubts that I could ever get used to the crying. I guess that I did go to sleep. A wet bed, and crying babies, wasn't a problem for a young man that was weary and tired. This was to be the first of many, many, uncomfortable nights and an unimaginable experience that was forthcoming at Midway.

The following day was routine. Reveille, roll call, morning chow. The civilian contractors on the island had constructed a reasonably nice mess hall and galley that accommodated the force on Sand Island. During chow our 6<sup>th</sup> Defense folks became acquainted with the 3<sup>rd</sup> Defense men that had been toiling on the island for more than a year building the gun positions. All of the defenses were hand built. Almost no power equipment was available. Help was sometimes available by the civilian contractors. Filling thousands of sand bags was done by the men with shovels. One man holds the bag open, and another man shovels coral sand into the bag. The men of the Third Defense Battalion built excellent gun positions totally of sand bags. No concrete, and no logs because there were no trees of any size on the island. All back breaking work. The men were exhausted to the point some one in the high command realized the men should be brought back to Oahu for rest. We of the Sixth Defense were the first hundred or so that relieved a like number of the third defense, and that returned to Pearl aboard the two cruisers that we had arrived in. The remaining four hundred men from the sixth were brought out in September, and the 3<sup>rd</sup> was entirely relieved from Midway. This was to be a temporary arrangement. The sixth defense was supposed to have gone to Wake Island when we arrived Pearl Harbor in July. Our equipment was even shipped forward to Wake Island. The plan was to bring the rested men of the third defense back to Midway in December. The men would again assume their defense positions and the men of the sixth defense would then board a transport and be taken to Wake. The Imperial Japanese Navy changed the plan on 7 Dec 1941.





## THE JERSEYMAN

On day one we fell out and were marched to the guns positions. A 3" AAA crew assumed one of their positions. The entire crew from "C" Battery 5" came to Midway to assume one third defense position. That happened to be "A" Battery, that was positioned on the N W side of Sand Island. The two gun battery was positioned to cover a large area from frigate point north to about 360 degrees. A break in the reef to the north west is known as Welles Harbor. This is the only area that a landing force could safely invade Sand Island. Any other area is encircled by reef that landing craft, regardless of the tidal condition, would surely be stranded. "A" battery had a field of fire to cover Welles Harbor. "C" battery to the North East about 700 yards was also responsible to defend the area. Two batteries each consisting of two 5"- 51 naval guns that previously had served on battleships built early in the 20th century.

Our first day was a familiarization run. The men had some experience with the 5" gun at San Diego, and the crews had fired at towed targets off Pt. Loma. Many, many loading exercises had been conducted using the loading machine. No one had ever built a gun position and a parapet to accommodate the weapon. Everyone was pleased that the men of the third had done that. The camouflage made up of a native shrub known as scaviola had been planted and had taken root. Camo netting covered both guns. A dugout to the rear, and located beneath the scaviola accommodated the fire control crew and the plotting board was about 12 by 12 feet in size. Five men, and **Gunny Sergeant Joe Beckett**, and **Lt. Rip Collins** made up the fire control room crew. Two base end towers required two men on each, and were connected by phone to one of the men at the plotting board. A small telephone switchboard had a place in the corner of the room. One telephone communication manned battle station was at the board. (That was I.) A land based 2 gun battery consisted of from 22 to 26 sound powered telephones, and hundreds of feet of field telephone wire. 90% of the field telephone wire was lying on the ground. If an enemy shell or bomb could cut these wires, the gun would not have fire control direction!! It was sad but true. On Dec 7<sup>th</sup> this very battery had a telephone terminal strip that was on top of the ground blown out!!! The battery was crippled. Direct "pointer fire" was possible, but the enemy destroyers moved by so fast that "A" battery didn't fire a single round at two enemy destroyers that were only a few hundred yards away. You may have been on Midway during the war but you didn't hear this part of the story, or will you find it documented anywhere.

**Col. Pepper, CO 3<sup>rd</sup> Defense**, had determined following a year of back breaking sweat, and blisters, that the week day schedule would be one half day. The only thing was what to do every afternoon? We learned from the 3<sup>rd</sup> Defense men that spear fishing could be fun. Some of them had made 7 foot spears out of a length of 3/8" steel rod that the contractors gave to them. Some were refined to so the spear could be shot out of a holder propelled by a rubber band cut from a tire inner tube. Crude, but sometimes the shooter would get off an accurate shot and proudly come in with a nice edible fish that the mess sergeant would prepare for dinner. Many afternoons in the lagoon diving around and exploring was a great adventure. Most evenings we had a movie at the out door theatre on the beach. Some of the men played hand ball. A tennis court had not been built yet. Volley ball was entertaining and provided exercise. Some would "beach comb." Early in the morning was the choice time to search for Japanese glass fish net balls. Many of the men wrote letters home. Some collected small sea shells and glued them to small ply wood boxes that they would build of plywood obtained from the contractors. Some read, but there wasn't much in the way of reading material available. There was no library but a few magazines came in aboard a visiting cargo ship. Many played card games of all kinds. Poker is not legal, but show me a soldier, sailor, or marine that let that bother him. On pay day poker and crap games were available to the gamblers. Some skilled players mailed home substantial amounts of money via money orders.



**Terrell Fowler** and I went to field telephone school in the same class at San Diego. We visited each other and roamed the beaches together. One day in November we were visiting the PBY flying boat hangar and were talking to the sailors that flew the daily patrols. Three aircraft each flying to the west about 400 miles, making a wide turn back to Midway. An 800 mile trip, in approximately 8 hours. We found that the crew (other than the pilot and co-pilots) became bored with the job and they welcomed a couple of marines that would come over and be checked out with the use of a parachute, and how to handle the 50 caliber machine guns could be allowed to fly in their place. We were required to have permission from our battery commander to leave the island. Neither one of us had any problem with that. **Lt. Loren Fraser** gave a written note allowing TF to go, and my battery commander, **Lt. Donald Otis** gave one to me. Thus, we were off on a PBY air patrol and it was not only fun, but a great memory. I sat in the pilots seat for a few hours with the Co-pilot handling the aircraft. My job was to scan the ocean below as far as I could see, in every direction. Cruising at about 100 knots, and a thousand feet elevation, looking, and looking, does get boring. The pilot and a couple of the crewmen played cards.

## THE JERSEYMAN

On 7 December 1941 life on Midway changed. The whole world changed. Life on Midway was now a real job and a serious one. Our life was on the line. Midway was too close to Pearl Harbor to be in the hands of the Japanese Navy. Recreation that we had been enjoying immediately changed to long boring watches. Twenty four hours a day the guns were partially manned. An experience deeply engrained my memory, and never to be forgotten."

**Author's note: On 7 December 41 at about 2135 the men on Eastern Island that manned "B" Battery, 5" sea-coast defense, did fire at the two oncoming Japanese Destroyers. Point blank and directly into the gun flashes. I read that the IJN claimed to have fired 700 rounds. Personally, I question that many, but it makes no difference I guess... they destroyed the sea plane hangar (caught on fire) and that seems to have been at least part of their orders. The men feel confident that they did get one or more "hits." The two destroyers USHIO & AKEBONO broke off and turned seaward.**

**Four men of the 5" gun crew are still living and are members of the 6<sup>th</sup> Defense Battalion Defenders of Midway Association. Robert Hendrick, William Oldfather, Johan F. Tennapple, & Clifford Schmidt. Those deceased as of March 7, 2005, are John Plese on DEC 24, 2004, and Raymond Prior on FEB 22, 2005. Other than for about 180 of our members reading about it in our association newsletter, this story has never been told..."**

**JOHN V. GARDNER, USMC. - April 2005, Nevada City, California**

"FIRST TO LEFT BELOW IS **JOHN KOLB**. HE WAS ASSIGNED USN TORPEDO SHOP ON MIDWAY 1943-44. NEXT MAN IS **NED TITLOW, USMC**. HE CAME OUT FOR THE BATTLE AND WAS WITH A LIGHT TANK BATTALION SENT AS A REINFORCEMENT. THIRD ONE IS ME, AND I AM TALKING TO **WILLIAM VICKREY** WHO IS A MIDWAY HISTORIAN AND IN THE USN DURING WW-II BUT NOT AT MIDWAY. VICKREY HAS MORE HISTORY, AND INTERVIEWS OF MIDWAY VETS, ESPECIALLY PILOTS THAT FLEW 4JUNE42. ONLY A VERY FEW ARE STILL ALIVE. ONLY ONE MARINE PILOT (**WILLIAM BROOKS**) IS ALIVE AND HE WAS THE LAST MAN TO FLY THE BREWSTER BUFFALO IN COMBAT. HE CRIPPLED IN AND LANDED. HE WAS WOUNDED IN THE LEFT ARM. GROUND MARINES HAD TO GET HIM LIFTED OUT OF THE AIRCRAFT. BILL SHOT DOWN ONE JAP AIRCRAFT ON HIS FIRST PASS DOWN THRU THE ATTACKING AIRCRAFT. THE ZERO'S WERE THEN IMMEDIATELY ALL OVER THEM AND SHOT ALL DOWN EXCEPT FOUR WITHIN IN MINUTES. A VERY POOR AIRCRAFT AND NO COMPETITION TO THE ZERO. NONE EVER FLEW IN COMBAT AGAIN IN U S FORCES. (POLAND HAD A FEW, AS DID RUSSIA)

THE PICTURE BELOW WAS TAKEN AT THE AREA CREATED AS SUBMARINE PENS (REPAIR DOCKS) IN 1943. THE NAVY KEPT ONE SUB TENDER THERE AS THEIR MAIN REPAIR SHOP, AND COULD HANDLE FIVE BOATS AT THE DOCKS. SUBS SHORTENED THEIR PATROL TO THE SEA OF JAPAN BY MORE THAN 2000 MILES, VERSUS ALWAYS RETURNING TO PEARL HARBOR FOR THEIR RE-ARMING AND REPAIRS.

THE REASON FOR THE LEGACY TRIP TO MIDWAY IN NOVEMBER OF 1992 WAS FOR HISTORY GATHERING, AND INTERVIEWS WITH THE MEN THAT WERE AT MIDWAY IN WW-II. 13 MARINES WERE TAKEN OUT TO MIDWAY BY THE NAVY DEPARTMENT. TWO NAVY MEN (KOLB,) AND ONE US ARMY AIR CORPS MAN, A BLISTER GUNNER ON ONE OF THE B-17's THAT WERE OUT THERE FOR BATTLE. (THEY DID NOT GET A SINGLE HIT.) WE WERE OUT THERE FROM NOV 4 TO 11TH OF 1992, AND MADE A DOCUMENTARY TAPE OF OUR INTERVIEWS CALLED: "THE MEN THAT DEFENDED MIDWAY..."



Midway monument photo is courtesy of Ms. Fran Kraus, Midway Island Past Resident's Group., and CTR1 Bob Pepper, USN (Midway Island - 1957)

## THE JERSEYMAN

**“DIRTY TRICKS...”**

**“PRECEDENCE: PRIORITY  
FROM: COMMANDER 3RD FLEET  
ACTION: USS TUCSON  
INFO: LT. BOOTH**

**YOU WERE MOST DECEITFUL AND MADE NIPS VERY UNHAPPY.  
WELL DONE!  
HALSEY”**

This communication was sent to **USS TUCSON** at 2339 hours on 15 July 1945, and signaled the success of a classified deception operation only now being made available to the public,,,

From an introduction first arranged by **Captain Robert C Peniston, USN (Ret.)** 14th Commanding Officer of **USS NEW JERSEY**, contact was made with his good friend, **Lt. A. Lea Booth, USNR**, of Lynchburg, Virginia. Lea Booth was born and raised in Virginia, and still lives there today with **Mary Morris**, his wife of 53 years . Their home is also not many miles away from where Lea also graduated from Virginia's Washington and Lee University in the Class of 1940. Lea and his wife have graciously taken the time to provide documentation and discussion of when Lea served with the staff of **Admiral William “Bull” Halsey** in Task Force 38. He also describes when he transferred aboard **USS TUCSON (CL-98)** and TUCSON took on the role of TF-38 flagship, **USS MISSOURI (BB-63.)** Because of space limitations, the story is condensed here for *The Jerseyman*, but it does describe how bogus communications were transmitted from **USS TUCSON**, and used against the Japanese in the final days of the war.

World War 2 began in earnest for **A. Lea Booth** on December 8, 1941 as he stood alongside a friend inside the Capitol Building, and listened to **President Franklin D. Roosevelt** give his famous *“Day of Infamy”* speech to Congress. Immediately following this speech, Lea and his buddy went directly down to the Naval Base to enlist. He says that: *“within an hour of President Roosevelt’s speech, we were standing there naked at the Navy Base, and waiting for the physical exam.”* He was immediately sent to boot camp in Hollywood, Florida, and also received his commission there. It is interesting to note that Lt. Booth was again also present for the historic last day of the war aboard **USS MISSOURI (BB-63.)** He had a ring-side seat on a turret, and watched as the Japanese signed the surrender documents. But it was just a few short weeks before the end of the war, that the Japanese deception story began...

**U.S.S. TUCSON - “DIRTY TRICKS” UNIT  
“WE DECEIVE - THEY BELIEVE...”  
OIC Lt.. A. Lea Booth, USNR**



During the final days of the Pacific war, from 30 June 1945 to 18 August 1945, **LT. A. Lea Booth, USNR**, was placed on temporary duty as Officer in Charge of a special COMTHIRDFLT Security Unit, under **Rear Admiral Robert B. Carney**, then Chief of Staff to Admiral Halsey. Their highly classified assignment would be for Lt. Booth and his small group of six First Class Radiomen, to communicate in Morse code from aboard the light cruiser **USS TUCSON**, as if *THEY* were actually **USS MISSOURI** and in command of TF-38 heading south. While at the

same time, Admiral Halsey in flagship **USS MISSOURI**, and all of Task Force 38 maintained strict radio silence and headed north to bombard the main islands of Japan... and it worked! The Japanese intercepted the bogus Morse traffic, turned direction finders on them, and tracked **USS TUCSON** (as **USS MISSOURI**,) heading south. As full confirmation that the ruse had the intended effect, and several weeks after the war ended, **RADM Robert B. Carney**, Third Fleet Chief of Staff to Admiral Halsey, personally told Lt. Booth that:

***“our radio intelligence people, who had long been reading the Japanese codes, reported that the Japanese quickly rushed troops to defend themselves against a putative invasion at the southern end of their homeland.”***

## THE JERSEYMAN

In an Associated Press news clipping later mailed to Lt. Booth by his father, who had no idea of his son's involvement in this operation, it was reported as:

**“July 16, 1945 - - - Japan Suffers 103 Enemy ships and 25 barges sunk, damaged.**

**Great devastation caused by series of attacks by warships, carrier planes...”**

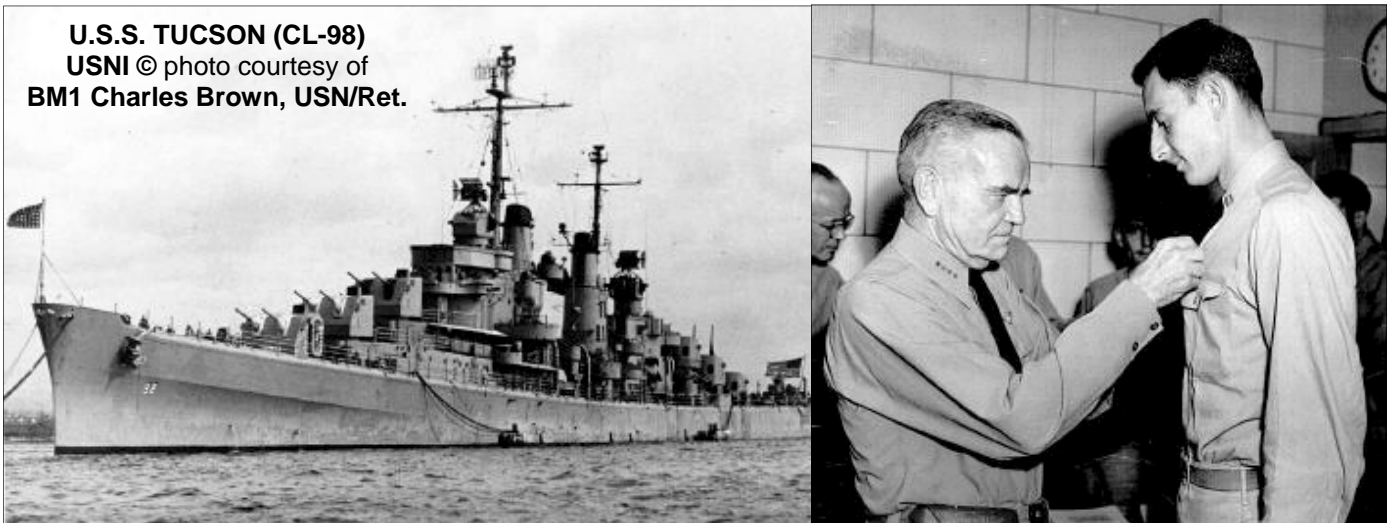
“... Battleship forces spearheaded by the 45,000 ton battleships **Missouri, Iowa** and **Wisconsin**, all but destroyed the iron and steel center of Muroran on Hokkaido island yesterday.

Carrier planes had burned out practically all of industrial Kushiro on the same island the day before...”

“...Sixteen inch shells from the **Missouri, Iowa** and **Wisconsin** also destroyed or burned out most of the Wanishi Iron works plant buildings at Muroran....”

“... but Japanese shore batteries did not fire a shot against **Rear Admiral Oscar C. Badger's** ships, which retired without damage...”

“... In the Muroran shelling, Badger's big ships fired more than 1,000 tons of projectiles into Hokkaido's war industry plants and its transport and harbor areas...”



**U.S.S. TUCSON (CL-98)**  
USNI © photo courtesy of  
BM1 Charles Brown, USN/Ret.

“The citation for Lt. Booth read: *“For outstanding service in connection with operations against the enemy during the months of July and August 1945 while attached to the Staff of Commander THIRD Fleet. His original contributions to operational technique, good judgment, and efficient execution of the tasks assigned to him were of great value in the successful THIRD Fleet operations against the Japanese homeland. Throughout these extended air strikes, bombardments, and anti-shipping sweeps he accomplished his mission in an outstanding and commendable manner. His loyalty, devotion to duty and ability to achieve his objective most expeditiously were at all times in keeping with the highest traditions of the United States Naval Service.*”

(Signed) **W. F. Halsey**  
**Admiral, U. S. Navy**

(Editor's Notes:

For a history reference, and as related in Chief Felte's diary, **USS NEW JERSEY** was back in the states, and did not take part in the above operation. From the time of Sunday, **July 8, 1945 “anchored Long Beach, California,”** to **July 31, “Tied to piling at Ford Island, Territory of Hawaii,”** then on **August 2, “headed for the forward area,”** and to **August 8,** when **USS NEW JERSEY** proceeded to bombard Wake Island.

The details of this story, including Lt. Booth's communications deception unit activities that also included the D-Day invasion of Normandy, and “Operation OVERLORD,” have been forwarded to the **Naval Cryptologic Veterans' Association (NCVA.)** The NCVA is co-located with the **Rear Admiral Joseph N. Wenger** Naval Security Group Command Display and museum building at Corry Field in Pensacola, Florida.

With Lt. Booth's permission, his complete story of COMSEC “Dirty Tricks” will be included in a future issue of the NCVA newsletter “**CRYPTOLOG.**”

## THE JERSEYMAN

### A story of **HAMMOCKS** aboard **USS IDAHO (BB-42)**

by **Senior Chief Signalman David Graham, USN (Ret.)**

"First I want to comment on the great story of the phonetic alphabet that you ran in the last issue, and taken from the 1943 Bluejacket's Manual. Do you know that the only two letters never changed from 1913 to present were MIKE and XRAY? I do remember that we continued using "**ZED**" until sometime in 1942 when it went to "**ZEBRA**."

Now, we come to talk about hammocks!!! And shipboard usage??? Do I remember? You bet I do...

I went aboard **USS IDAHO (BB-42)** at about 1100 on Wednesday, January 14, 1942 with 17 of my shipmates from Platoon 334 which totaled 77 recruits. The ship was in Norfolk Navy Yard, Portsmouth, Virginia. We did not sleep in hammocks while in training, so the first time for sleeping in one came that night of January 14, 1942. We had just cleared the inland waters of the Chesapeake Bay and headed down the coast of North and South Carolina, making our way to the Panama Canal.

We had been instructed as to how to make the hammock ready for sleeping and how to get up in it, while undergoing training. The senior men aboard IDAHO slept in bunks and cots, while the recruits swung from the overhead.

I had been assigned to "F" Division - so one of the third class petty officers (one **FC3c Victor Frappier**,) had his cot directly under my brand new hammock. When taps went, I made my way up and into my hammock. I recall being somewhat frightened because I knew I had never slept in such a bed and I was laying on my back to begin with. I had always slept on my side. Well, I finally dropped off to sleep, as I was a bit tired from the busy moving day - from Recruit Training Station to the ship.

The next thing I know, it was "FRAP!" that I landed on below. He had just fallen off to sleep and when I landed on him, it woke him as he let out a SCREAM and it must have sound like a raped ape, because he immediately held reveille throughout the entire compartment. "**GET THE HELL OFF OF ME - YOU GODDAM BOOT!!!!**" Well, that started me to crying... "Frap" must have felt sorry for me, so he got up and helped get me back in the hammock. I managed through the night as I recall.

I could go on for about another 3 or 4 pages, but I will close this story by saying I continued to fall out of my hammock for Thursday night, Friday night and Saturday night. By the time I reached Sunday, I had received one helluva lot of instructions from just about every Petty Officer in the "F" Division, on how to sleep in a hammock. By the time we reached the Aleutian Islands in April of 1943, I had conquered the fright and was a seasoned hammock sleeper...

I know one thing.... They might be a bastard to learn, but after one gets the hang of it, **THERE IS JUST NO BETTER SLEEPING...** the sides wrap up around you and it's like a **BUG SNUG IN A RUG.**"

**Senior Chief Signalman David Graham, USN (Ret.)**  
**Founder/Chairman, American Battleship Association**  
**USS IDAHO (BB-42)**  
**San Diego, California**





## THE JERSEYMAN



### USS NORTH CAROLINA (BB-55)

Leo Bostwick reported aboard USS NORTH CAROLINA on July 14, 1941 and only missed being a plankowner by 3 months, .

*"This photo of me was taken in Honolulu, TH in July 1942 when I was in A-Div, and a 19 year old fireman 1/c. I left the navy as a Machinist Mate 1st Class. My battle station was in powder magazine number 2 turret. And at times, in damage control on the starboard side, 3rd deck, 1st Division deck force.*

*The old phonetic alphabet you and Dave talked about in the last issue, and that we used during WW2 was very interesting. I know of Dave Graham very well, and I also belong to the American Battleship Association... You know, the call letters for the North Carolina were NIBK - NAN*



**ITEM BAKER KING.** *These signal flags are run up on the yardarm every day, except when the weather is bad.*

*I also served on USS SARITA, and in September 8th of 2003 we had a reunion in Philadelphia. I had the pleasure of coming aboard USS NEW JERSEY on that date, and we had a tour guide that did a 4.0 job in showing us around. I believe his name was Dave DiMarzio, USNR (Ret.) We also had lunch on the fantail that afternoon, and my THANKS to Dave and everyone else that made us so welcome on the ship.*

*By the way, I am still trying to find out what we received for sea pay in World War 2. I think it was around \$15 a month, would you know where I can find that out?"*

**MM1/c Leo H. Bostwick**

**USS NORTH CAROLINA (BB-55)**

**Southport, North Carolina**

**(Thanks to the internet Leo, we found this 1943 military pay information...)**

#### "Office of War Information Press Release May 1943 - WAGE SCALES FOR SERVICEMEN

The initial base pay of the servicemen of all branches of the armed forces is now \$50 a month. This is an increase of \$20 a month over the wage a private or apprentice seaman (seventh grade) received prior to June 1, 1942. The American soldier or sailor does not receive the highest wage in the world. The base pay of an Australian private is \$62.10.

For overseas duty our servicemen receive a 20 per cent increase or \$10 a month for privates, and other enlisted men and warrant officers according to grade. A private first class or seaman second class (sixth grade) receives a base pay of \$54; corporal or seaman first class (fifth grade), \$66; sergeant or petty officer third class (fourth grade), \$78; staff sergeant or petty officer second class (third grade), \$96; first or technical sergeant or petty officer first class (second grade), \$114; master sergeant or chief petty officer (first grade), \$138."

2663663 | Bostwick LEO H.

NAVY PAY RECEIPT

USS NORTH CAROLINA - BB 55 SEPT. 15, 1943

I acknowledge to have received from the Disbursing Officer, in person and IN CASH, on account of pay, the sum of: \$ 20.00

Twenty & 00/100

Leo H. Bostwick  
MM 1/c

**"No man shall ever be debarred the use of arms.**

**The strongest reason for the people to retain the right to keep and bear arms is, as a last resort, to protect themselves against tyranny in government.**

~ Thomas Jefferson, June 1776 ~

## THE JERSEYMAN

### “My time served aboard the battleship **USS TENNESSEE (BB-43) in WW2**” by S1/C Hamp Law, First Division



“In May of 1943, we sailed out into the Pacific and turning south we cruised to Long Beach, California where we were issued all kinds of cold weather gear and equipment; heavy clothes, face masks, big gloves, everything that caused us to wonder where we might be headed that we’d need all of this stuff. We soon found out!

We left Long Beach and headed back north along the coast, past Juan de Fuca Straits and kept right on going until we arrived in Dutch Harbor, Alaska in early June. Here, again as two P-40’s flew in tight circles above us in this place, surrounded by steep treeless mountains, as a “welcoming show,” one plane side slipped beneath the other, clipping its right wing causing it to make a head first dive down into the cold waters of the harbor, barely missing a lunch with two men in it, and that now circled the place where the plane struck the water.... So far I’d seen three Americans killing each other on two different occasions, and without even being near a German or Japanese!

Later on, we found out that our purpose for being in Alaska was to assist in the retaking of Kiska, one of the Aleutian Islands that the Japanese had occupied since early in the war...

...We approached Kiska in bad weather, with a crew of nervous sailors, new radar that was not yet really trusted, stories of stalking Japanese submarines roaming the area, and the whole fleet was on edge. It was about this time that another ship, I think it was **USS MISSISSIPPI**, fired a main battery three gun salvo at what they thought was a submarine and everybody else’s radar picked up the big splash, and started firing at it - our first sea battle! After this great “victory,” we proceeded to a point near Kiska and bombarded it with about everything on board. What damage we had don couldn’t be seen through the thick fog. I guess that the Army landed and captured it, but we left and made our way down to San Francisco.

In Frisco, we handed that cold weather garb back to the storekeepers and prepared to go to the hottest place in the Pacific...Tarawa.

On November 20, 1943 we approached this little island in the pre-dawn darkness thinking that we were undetected. It was wishful thinking, as all at once shells from the island started falling in amongst the ships in our group - how did they know that we were here? I feel that as we eased into our place, the flash from the exhaust of our spotter plane being launched from the catapult gave us away...

Now we had to get the ship into position to bombard the island with our main battery before the invasion force made their landing. The Japanese brought some of the British made guns that they captured at Singapore down to the Gilbert Islands and now they were using them on us and they had to be put out of action. This was what our 14” guns worked on until they were silenced, and we continued to pound that little island, day in and day out. I couldn’t see how anything could be left alive there.

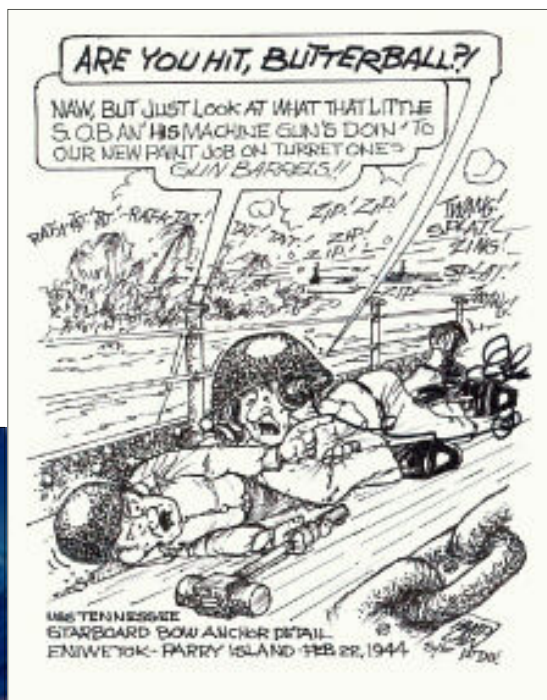
During the next day or so, I witnessed a terrible ordeal for the Marines that had to go ashore on Betio (Major objective at Tarawa,) and wondered; how can this little island cause so much trouble, you could see slam across the thing! Then we debated among ourselves whether all of this was worth it. Through some “higher ups” mistake, this invasion was launched at low tide and the landing craft couldn’t get over the coral reefs surrounding the landing zone. It caused the Marines to have to try wading ashore through Japanese gunfire that killed untold numbers... The events of Tarawa still bother me, and I’ve read and heard that it was not worth the price we paid for it...

... After Tarawa, we cruised back to San Francisco, where we spent Christmas and the ship got a camouflage paint job.

Then we headed back across the Pacific and joined at task force heading for Kwajalein. This invasion wouldn’t be as costly as Tarawa, but two incidents do stand out. First, naval gunfire hit a Japanese ammunition dump on one of the islands, that caused such an explosion that several airplanes were knocked out of the sky, including one of our own Kingfishers. And second, was that the battleship **USS MARYLAND** was standing off outside the lagoon firing her main batteries into the island, when one of her 14” projectiles ricocheted off the hard coral and whistled out by the **TENNESSEE**’ superstructure, and barely missed sending us to the bottom. The cruiser **USS LOUISVILLE**, wasn’t so lucky, as she took some “friendly fire” from the **MARYLAND** before they got her stopped firing. When this happened, the **TENNESSEE** was too close to use our main battery, so I dropped out through the tail hatch of turret one to get a gulp of fresh air and take a quick look around, when that round that passed overhead sounded like a freight train coming through! We also had a VIP aboard with us at Kwajalein, and it was Secretary of the Navy Forrestal. Now, wouldn’t that have been embarrassing if that round from the **USS MARYLAND** had hit us with him aboard?

## THE JERSEYMAN

...Our next objective was a place called Eniwetok, and by now we were joining in about one invasion a month— somewhere! Our duty was the same song, same verse, pull up in range, send out our spot plane and as soon as the targets could be identified, start firing with everything that could reach. Then hope we did enough damage to make it easier for the ground forces... ..but at the entrance to the Eniwetok Lagoon, small Parry Island had a real Japanese hornet's nest in there, and so we were called in for supporting fire. As the ship eased into position, **Turret Chief James Tebrugge** told **Bosun "Butterball" Richard** (right gun "rammer man,") that the bridge wanted an anchor detail to stand by to drop the starboard anchor. I was the "cradle man," and "Butterball" then motioned for me to grab a phone and follow him as he dropped out of the turret tail hatch onto the main deck and grabbed a sledge hammer (to let go the anchor,) from a locker on deck... he was crawling some ways ahead of me up the scupper (drain) that ran between the teakwood deck and the side of the ship. I took off crawling, trying to keep my behind lower than the side of the ship because now, I could hear that Jap machine gun rattling from over on the island, and the bullets whining up over my head! All of a sudden, I heard "Butterball," hollering something and when I looked up ahead at him, he was laying on his back and shouting as he rolled side to side. I thought he's been hit, and I crawled even faster toward him! I asked him "Are you hit?" Well, he shouted "**Naw - BUT LOOK WHAT THEM SOB'S DID TO MY NEW PAINT JOB!**" The machine gun bullets were knocking slabs of paint off the 14" gun barrels!"



**S/1c Hamp Law**  
**USS TENNESSEE**  
**West Monroe, Louisiana**

From May 1943 to Dec 12, 1945, **Hamp Law** was involved in nine campaigns across the Pacific... and he says: *I walked a wide circle around doing any Naval officer "funnies," as I remembered the "run in" that cartoonist **Bill Mauldin** had with **General Patton**... but he had a jeep to keep his distance... **WHERE COULD I GO!** Here, six decades later, and I'm still at it... (We're glad you are shipmate... Thanks! - TH)*

## NEWS YOU CAN USE...

### Retroactive Combat Action Ribbon Eligibility for Naval Veterans from 1941 to 1961 Announced

Navy, Marine Corps and Coast Guard veterans who served in combat in or after World War II are now eligible to receive the Combat Action Ribbon (CAR).

Under Public Law 106-65, the Secretary of the Navy can award the CAR to veterans retroactively. The time period required for submission is being waived in all cases. Two blocks of time have been designated by the Secretary of the Navy for eligibility of the CAR;

**World War II: Dec. 7, 1941 - April 14, 1946,**  
**and Korea: June 27, 1950 - July 27, 1954.**

Veterans who served during these periods may write directly to the applicable address below:

**Navy and Coast Guard veterans:**  
Chief of Naval Operations (N09B33) ,  
2000 Navy Pentagon , Washington, D.C. 20350-2000

**Marine Corps veterans:**  
HQMC Manpower & Reserve Affairs, Code MMMA  
3280 Russell Road, Quantico, VA 22134-5103



THE JERSEYMAN

THE END OF WORLD WAR 2...



THE IOWA'S... AT THE END OF THE WAR



All above photos are from the donated WW2 Pearl Harbor collection of **PhoM3/c Warren F. Van Orden**.  
Photos are provided to **The Jerseyman** courtesy of **Bob Walters, Archives Manager**.

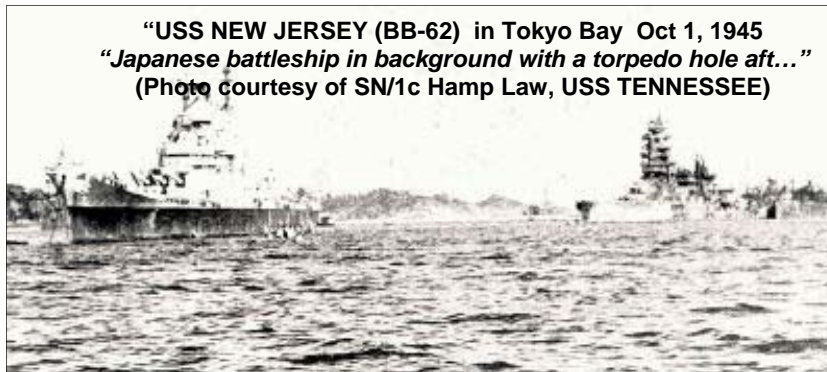
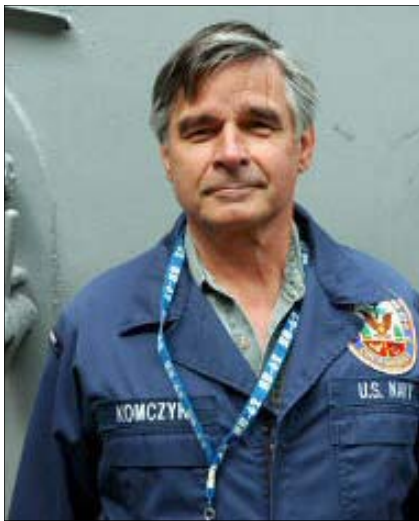


Photo # 80-G-27816 USS Wisconsin operating off Japan, 17 August 1945

## THE JERSEYMAN

### BATTLESHIP NEW JERSEY VOLUNTEERS...



**Volunteer Ed Komczk**  
Retired Math Teacher



**Volunteer James M. Malloy**  
Age 75  
33 years with Philadelphia Electric



**Neil St Clair, Jr.**  
Chief Engineer  
US Merchant Marine  
44 years



**CDR Dudley Thomas**  
(SC) USN (Ret.)  
USS LYNDE MCCORMICK (DDG-8)  
USS HALSEY (CG-23)



**Volunteer Charles Weiss**  
US Army Tech/5  
1943 - 1946

A volunteer look back... at  
Senior Chief  
**Dave Wetherspoon**  
USN (Ret.)  
Great Lakes NTC  
Ca.1945.



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## UNITED STATES NAVY SHIP'S BELLS

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

### AIRCRAFT CARRIERS

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USS HORNET (CV-8/CV12)



USS HORNET (CV-8/CV-12)

Displacement: 27,000 Tons
Length: 872 feet Beam: 147.6 feet Draft: 28 feet
Speed: 33 knots
Class: ESSEX

The seventh *Hornet* (CV-8) was launched 14 December 1940 by the Newport News Ship Building & Dry Dock Co., Newport News, Va.; sponsored by **Mrs. Frank M. Knox**, wife of the Secretary of the Navy; and commissioned at Norfolk 20 October 1941, with **Captain Marc A. Mitscher** in command.

1942– On 18 April 1942, the seventh HORNET (CV-8) launched 16 Army B-25s to strike the Japanese home islands in one of the most daring raids in the history of warfare -- the "**Doolittle Raid**." She went on to fight at the Battle of Midway and was lost to an overwhelming air attack at the Battle of Santa Cruz.

World War 2 record of USS HORNET (CV-12)

1943 - The eighth HORNET (CV-12,) was commissioned only 16 months after her keel was laid.

- For 16 continuous months she was in action in the forward areas of the Pacific combat zone, sometimes within 40 miles of the Japanese home islands.
- Under air attack 59 times, she was never hit.
- Her aircraft destroyed 1,410 Japanese aircraft, and only USS ESSEX (CV-9) exceeded this record.
- Her air groups destroyed or damaged 1,269,710 tons of enemy shipping.
- 10 USS HORNET pilots attained "Ace in a Day" status.
- 30 of 42 VF-2 Hellcat pilots were aces.
- 72 enemy aircraft were shot down in one day.
- 255 aircraft were shot down in one month.
- She supported nearly every Pacific amphibious landing after March 1944.
- USS HORNET scored the critical first hits in sinking the super battleship IJN YAMATO
- In 1945 she launched the first strikes against Tokyo since the 1942 Doolittle Raid.

On April 6, 1945, the Japanese command sent the giant battleship **IJN YAMATO** on a one-way kamikaze mission in an attempt to annihilate the U.S. fleet with her 18" guns. Upon discovery of the Japanese fleet, American carriers launched 280 planes. Hornet's aircraft were the first to strike Yamato, delivering 4 torpedoes and three bombs into the armored giant. When she finally went down, the 72,000-ton battleship took 2,488 of her crew to the bottom. On 4 and 5 June, 1945 **USS HORNET** was also caught in a raging typhoon, which collapsed some 25 feet of her forward flight deck. **USS HORNET** received the Presidential Unit Citation and seven battle stars for her service in World War II.



Sources: **USS HORNET Museum** - Alameda Point, Pier 3, Alameda, California
(DANFS) Dictionary of American Fighting Ships

USS HORNET Bell photo courtesy of **QM2 Rolf Sabye (1968-1970)**, San Francisco, California