



October  
November  
December  
**2005**

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

## ***THE JERSEYMAN***



Photo courtesy of  
**SN 1/c Charles Hrenchir**  
**USS NEW JERSEY (BB-62)**  
8th Division (20mm) & Print Shop 1943-1946

## THE JERSEYMAN



### The "Greatest Generation:"

- This issue continues a celebration of 60 years since the end of World War 2, and we include recently received photos from the **USS NEW JERSEY** print shop, donated by crewman **SN 1/c Charles Hrenchir** of Lees Summit, Missouri. Also inside are photos from a recent visit by members of the late **Warrant Officer Victor Feltes'** family, donating his original **USS NEW JERSEY** WW2 diaries to the ship's archives. We sincerely thank **Scott Kodger, VP of Curatorial Affairs**, and **Archives Manager Bob Walters**, for providing these photos, and other ship's information made available for our *Jerseyman* readers over the past 3 ½ years.

- In August, we received a phone call from 95 year old **Captain Ralph E. Styles, USN/Ret., (USNA '33,)** and former CO of **USS Sea Devil**. Captain Styles has been a reader of *The Jerseyman* for about 3 years, and called concerning the July 2005 story of the WW2 Victory bell retrieved from the Japanese carrier **IJN JUNYO**, by the 8th Captain of **USS NEW JERSEY, Captain Francis D. McCorkle**. He wanted to let us know that the "aerial bomb" referred to on the plaque with the bell at Fordham University is not correct. It was his submarine, **USS Sea Devil**, that fired the torpedoes taking JUNYO out of the war, "and *that was long before a wasted aerial bomb may have hit her as a derelict.*" Like many other history making US Navy ships though, **USS SEA DEVIL** is not one of those included among the 130+ memorial ships available today for the public to visit. In July of 1964, SEA DEVIL was struck from the Navy list, and a few short months later, sunk by a torpedo off of Southern California by **USS VOLADOR (SS-490.)** With many thanks to Captain Styles, he provided a copy of his 2002 Naval Historical Center oral history, and the story of hitting **IJN JUNYO**, with other combat excerpts are included inside. We also have a photo of the **USS SEA DEVIL** ship's bell - mounted today at the Captain's home in Sarasota, Florida.

- We are able to also include two stories from former shipmates and crewmen of **USS PENNSYLVANIA**. Both stories tell of being at Pearl Harbor on Dec 7, 1941, and also of being aboard PENNSY at war's end when the Japanese surrendered. It is interesting to note that both of these crewmen (**Chief Yeoman Martin Hoopes of Danville, California,**) and (**Signalman 1/c "Bud" Hollenbeck of Carolina Beach, North Carolina,**) recall **Ensign J. Edward Snyder, Jr.,** from their days aboard **USS PENNSYLVANIA**. (**RADM J. Edward Snyder, Jr., USN/Ret.,** was the 13th Commanding Officer of **USS NEW JERSEY (BB-62.)**)

- Beginning with this issue, we include more photos and stories of the ship's bells received by *The Jerseyman* over the past few years. Such as a bell photo from **USS BOISE (CL-47,)** of the outnumbered U.S. Asiatic Fleet. And a bell photo from **USS JOHN C. BUTLER (DE-339,)** one of the courageous "Little boy" Destroyer Escorts of Taffy III at the Battle of Leyte Gulf. And recently, we also received a photo of the ship's anchor from **USS AARON WARD (DM-34.)** In less than one hour, this 376 foot long ship was hit by 5 Japanese Kamikaze's - and survived.

- And, as always, a special thanks again to **Cartoonist Hamp Law (USS TENNESSEE (BB-43,)** of West Monroe, Louisiana, for once again helping out to make *The Jerseyman* a lot more fun to read. We spoke with Hamp just about a week after **Hurricane Katrina** hit, and thankfully, it had spared them by about 100 miles to the East...

I think it's time once again to mention for the record, that the men and women volunteers aboard Battleship New Jersey represent over 400 US Navy and Coast Guard ships, squadrons and stations - and most of their ships are found today only in some very old history books. Battleship New Jersey volunteers have served with the Fleet Marine Force (FMF,) USN Armed Guards of WW2, USAAF, US Air Force, US Army infantry, artillery, air and tank Divisions, US Merchant Marine, and a number were never in the military, but serve today as ship's volunteers. We also want to thank all hands for the shared stories and photos forwarded to *The Jerseyman*. Readers will find many more of the World War 2 history stories, and we hope more personal stories will soon follow covering the Korean War.

For the past 4 years, and as an example of volunteer dedication, former **US Army MP, Richard Thrash** has done a great job creating and maintaining his own website ([www.usnewjersey.com,](http://www.usnewjersey.com)) and estimates 120 volunteer Saturdays aboard - helping to polish the ship's brightwork. He lives in Reston, Virginia, and the one way mileage for him is about 160 miles, one way. So if the math is correct, Volunteer Rich has now logged about 38,000 miles on I-95. Another consistent weekly member of the brass crew is **Vera Tierno** who lives in Brooklyn, New York - with one-way mileage of about 95 miles. So...if you live anywhere between Brooklyn and Virginia, and have a little time on your hands, come on down for some quality volunteer time, and share a few sea stories with the Brass crew, Radio Gang, Restoration volunteers & our very savvy naval history Docents. You will enjoy the company of great shipmates, and the gangway is open... To join us, please call Volunteer Affairs at (856) 966-1652 Ext. 224.

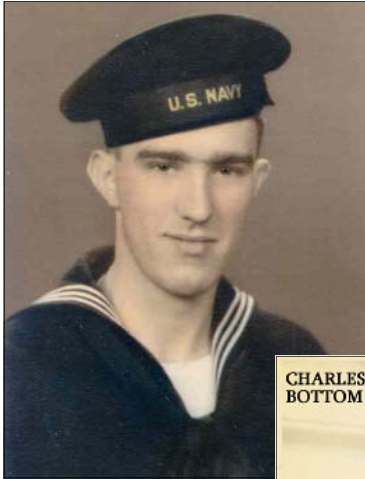
Master Chief Tom Helvig, USN (Ret.)  
Volunteer Writer/Editor *The Jerseyman*

## THE JERSEYMAN

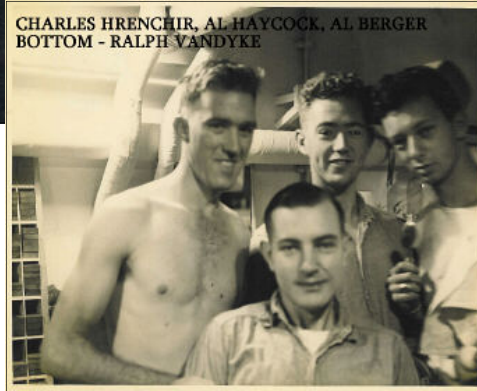
### USS NEW JERSEY PHOTOS OF WW2...

Seaman First Class Charles Hrenchir was a World War 2 plankowner of **USS NEW JERSEY**, and served with his ship until the end of the war. He was originally assigned to the 8th Division (20 MM's,) and when a vacancy was announced, transferred to the print shop for the last 4 months of the war.

All World War 2 photographs provided in this issue (Cover, pages 3, 4, 5, 6 and 17) were donated to the ship's archives by **Charles Hrenchir**. Some photo descriptions were also provided during a phone call with Charles on August 4th. Most of the photos though, need no description... When asked if he still remembered where his bunk was, he quickly replied: **"Sure, my bunk was on the maindeck, in the last sleeping compartment aft on the port side..."**



SN/1c Charles Hrenchir  
USS NEW JERSEY  
8th Division (20 MM) and the Ship's Print Shop  
(Jan 1943 to Feb 1946)  
Lees Summit, Missouri



CHARLES HRENCHIR, AL HAYCOCK, AL BERGER  
BOTTOM - RALPH VANDYKE

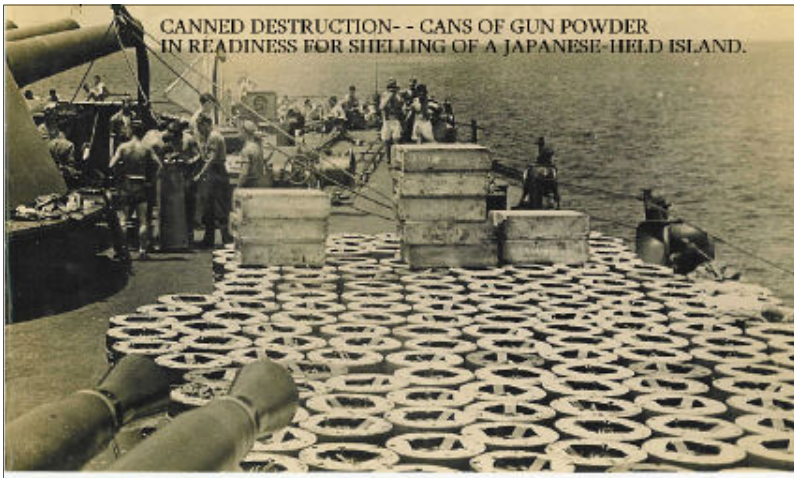
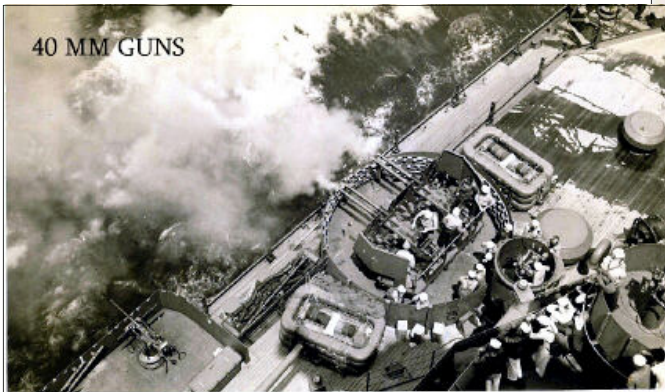


USS NEW JERSEY PRINT SHOP  
EVERITT PERRIN, RALPH HUNTSINGER, AL BERGER  
AL HAYCOCK, RALPH VANDYKE



WW2 USS NEW JERSEY crewmen  
no identifications provided...

# THE JERSEYMAN



The reverse of this wartime released photograph indicated it was taken "on a battleship," - the battleship was not identified.



**Captain Carl Holden**  
 with **Carolyn Cheryl Meyer**  
 The crew of **USS NEW JERSEY** donated over \$2,000 toward a war bond educational fund for Carolyn...

## THE JERSEYMAN

Crewman Hrenchir believed that these photos were taken during an overhaul period at Bremerton, Washington



Photos of **IJN NAGATO** in Tokyo Bay.



## THE JERSEYMAN

### ERNIE PYLE War Correspondent...

Along with this **USS NEW JERSEY** photo of Ernie Pyle contributed by **SN1/c Charles Hrenchir**, *The Jerseyman* received a story written by **Ernie Pyle**. This story recounts his 3-day experiences aboard two US Navy Destroyer Escorts, **USS REYNOLDS (DE-42,)** and **USS WEAVER (DE-741.)**

#### **SHORT CRUISE ON A DESTROYER-ESCORT by ERNIE PYLE**

*"In the Western Pacific - So now I'm a D-E sailor. Full-fledged one. Drenched from head to foot with salt water. Sleep with a leg crooked around your rack so you won't fall out. Put wet bread under your dinner tray to keep it from sliding. Even got my Jesus-shoes ordered.*

*And you don't know what a D-E sailor is? You don't know the D-E Navy? Better not let one of them hear you say that. They're 50,000 strong out here. And they pride themselves on their rough life at sea. So better be careful.*

*A D-E, my friends, is a destroyer-escort. It's a ship, long and narrow and sleek, along the lines of a destroyer. But it's much smaller. It's a baby destroyer. It's the American version of the British corvette.*

*It is the answer to the problems of colossal amounts of convoying; amounts so huge that we simply hadn't the time to build full-fledged destroyers to escort them all. The D-E was the result. It is a wartime product, and it has done very valiantly.*

*They are rough-and-tumble little ships. Their after decks are laden with depth charges. They can turn in half the space of a destroyer. Their forward guns can seldom be used because waves are breaking over them.*

*They roll and they plunge. They buck and they twist. They shudder and they fall through space. Their sailors say they should have flight pay and sub pay both - they're in the air half the time, under the water the other half. Their men are accustomed to being wet and think nothing of it.*

*I came back from the northern waters on a DE. When a wave comes over and you get soaked a sailor laughs and says, "Now you're a DE sailor," it makes you feel kind of proud. And I did not get seasick! I better have my stomach examined.*

*My ship formed part of the escort of a tiny convoy returning to a southern base for more planes and supplies, to be hurried back north to the battle.*

*We mothered ships that were big and slow. We were tiny in comparison. We ran way out ahead, and to the side. We and DE's like us formed the "screen" and there was nothing bigger than us in it. We felt like strutting.*

*We felt like the little boy of the plains left at home for the first time to protect his mother from the Indians - the only man on the place.*

*A DE carries more than 150 men and a dozen officers. That's small enough so that those who serve on her know personally almost everybody else.*

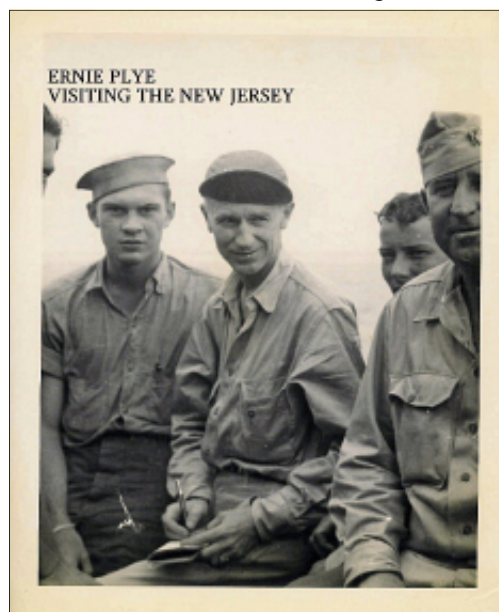
*Sailors always seem to be proud of their DE. So proud that they often get in a fight with crews from the other DE's if they go ashore together.*

*At some of our island anchorages, the navy has set up recreation islands where men in from the sea can go ashore for a few hours and play ball and drink a few cans of beer. It's really a pitiful excuse for shore leave, but its all there can be. Well, on these recreation islands they never let the crew of a big carrier on shore alongside the crew of another one, for invariably they fight.*

*It seems they were tied up against another DE at some anchorage. They let parts of the crews of both DE's go ashore to one of these recreation islands. The usual fight got started over there. They fought all afternoon ashore, they fought each other in the small boats as they were coming back, and when they got aboard their respective ships they continued fighting, reaching across the rails to smack each other like the pirates of old. The boys howl with laughter when they tell about it. Since then, no two DE's of this same division, ever go ashore together. That certainly could be called "pride in your ship," couldn't it? I'm glad this method of rivalry had been watered down before I came aboard. For I don't suppose there's anybody in the DE Navy small enough for me to fight with any distinction either to myself or to my ship.*

*In the Western Pacific, the boys on a DE are very friendly, and glad to have you aboard, for it's seldom they have a visitor.*

*I've spent three days aboard two different DE's. Both had been out here quite awhile, but neither had very much contact with the enemy.*



ERNIE PYLE  
VISITING THE NEW JERSEY

## THE JERSEYMAN

*Their life is mainly one of constant vigil, while plowing back and forth over the Pacific Ocean herding convoys of men and planes and supplies.*

*The fact that there's not much danger left in this part of the ocean, is in itself the greatest tribute to what our navy has done in the last three years.*

*It might be an illusion, but it seemed to me the men on these little DE's were happier than the sailors on the big ships.*

*They had been out for 15 months and true they talk a lot of wanting to go home but they didn't seem as sorry for themselves as the other boys.*

*My DE got credit for helping sink two subs. They just got credit for an assist. It burns them up, for it was they who discovered the subs.*

*The boys say "We dig 'em up, and then they order some other DE to sink them. Our skipper got so made about it he threatened to have "U.S.S. PROSTITUTION" painted on the stack.*

*Since there isn't much enemy action to talk about, the boys talk mostly about the storms they've been through. For when you've been through a storm on a DE, you've been somewhere.*

*The boys toss off angles of rolling that are incredible. They tell of times when the ships rolled all the way from 65 to 85 degrees, which is lying flat on the side. In a typhoon, they boys say "all you can do is put on your Jesus-shoes and hope." In other words, be prepared to walk on water.*

*There are little things all over the ship to indicate how rough she is. Fiber rugs are fastened to the steel decks of cabins with skotch tape, so they won't slide. Ash trays are stuck to the walls with skotch tape, There are hand railings the entire length of the narrow decks. (My ship never had a man washed overboard.)*

*The boys have trouble airing their bedding on deck, even on the bright war days, for there is almost always some spray coming over the side.*

*When you're talking to a DE sailor on deck, you'll notice his eyes unconsciously following and judging the waves, to sense when one is big enough to come over.*

*It gets so rough they can't cook on board. The boys in the bake-shop say that during bad storms, the bread dough all runs to one end of the pans, and the loaves come out only half as long as usual, and all jammed up at one end. So now they keep three days supply of bread baked ahead, thus outwitting the storms.*

*The sailors, and officers too, love to tell you about the time they got the wormy flour. They'd been out a long time, and were running low. So they got some flour from a tanker. Apparently the tanker had been out a long time too, for the flour had millions of weevils in it. They didn't discover this till they started eating the bread. For days after that, you'd always hold a piece of bread up to the light before eating it.*

*My crew really was the best-natured bunch I've run into in a long time. They enjoyed telling stories on themselves. Even about sea-sickness.*

*There are still a good many who get seasick in the most violent weather. There have been men and officers with chronic seasickness who finally had to be transferred. The boys say that when anew officer reports aboard, they wait outside the wardroom door to see him come shooting out from his first meal when it gets rough.*

*And speaking of meals, we ate well on my DE, but they boys laughed and said "We wish you'd stay on here permanently, the chow has been twice as good since you came aboard."*

Article contributed by:

**MM3/c Warren Brehm, USS PFEIFFER (DE-588) WW2**  
Cumberland, Maryland

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War correspondent Ernie Pyle was killed just a few weeks after this article was written. He is buried at the **National Memorial Cemetery of the Pacific, in Honolulu, Hawaii.**

**"Ernest Taylor Pyle, Seaman Third Class, U.S. Navy, Section D, Grave 109, interred on July 19, 1949.**

**Pyle, a World War II correspondent, was killed by a Japanese sniper on Ie Shima, an island off the northern coast of Okinawa on April 18, 1945. He was awarded the Purple Heart by former President Ronald Reagan."**



Photo courtesy of  
**CDR AI Broch, USNR**  
Auburn, Washington

## THE JERSEYMAN

### USS SEADEVIL (SS-400) - -

"I read with great interest your recent *"Jerseyman"* article on IJN JUNYO in the July-September 2005 issue. In the article you told about the WW2 Victory Memorial bell at Fordham University in New York, and that it came from the Japanese Aircraft Carrier JUNYO. The described plaque inscription talked about JUNYO battles etc... *"... Before Being Silenced By An Aerial Bomb At Saipan."* This is not correct. I am pretty sure that it was my **USS SEA DEVIL** that was responsible for putting the JUNYO out of the war... After my attack in December 1944, she was a derelict and kept in Sasebo, Japan until after the war ended.



On December 9, 1944, I was the Commanding Officer of the **USS SEA DEVIL**, and we were on patrol in the China Sea. Communications Intelligence (COMINT,) informed us, and the other U.S. submarines in the area, that a Japanese task force was enroute from the Philippines to Japan and would pass through our area. About 1930 hours, we picked up the task force via radar and began tracking, and trying to get into a attack position. The task force was at a speed in excess of 25 knots and zig-zagging radically. As the group came on, they had eluded all the other submarines and I was the last in line. Finally the task force got to me, and had zigged so that only my 4 stern tubes could be fired at the largest target, the **IJN JUNYO**. The **USS PLAICE (SS-390,)** reported that she saw two torpedoes hit the carrier. We heard 3 explosions and COMINT indicated that two torpedoes hit the carrier and one hit one of her escorts.

The carrier and escort both slowed to 12 knots and dropped out of the formation which had maintained speed and moved on. This allowed the **USS REDFISH (SS-395,)** to catch up with JUNYO and fire 6 torpedoes. REDFISH heard more explosions but apparently these explosions were the gasoline tanks or ammunition storage caused by the fires following my attack.

The third enclosure (not shown,) is taken from the logs of the task force after the war, indicate that at the time of my attack, JUNYO was hit by 2 torpedoes, and at the attack of the REDFISH she was missed by 6 torpedoes that REDFISH had fired. The **USS SEA DEVIL** was responsible for knocking JUNYO out of the war. Although she was able to make it back to Sasebo, she was so severely damaged and beyond repair, that she was unable to get back into the war.

The report that the Army Air Corps hit the JUNYO with a bomb as it sat in Sasebo is probably correct, but it was a wasted bomb because **USS SEA DEVIL** made her a derelict in December of 1944.



I commissioned the **USS SEA DEVIL** in Portsmouth, N.H. in May 1944, took her to the Pacific and commanded her until May 1945. I retired to Florida in 1963, and in 1964 the Navy decided to take the SEA DEVIL out and sink her as a target; but before doing so, they removed her bell and sent it to me in Sarasota. "

**Captain Ralph E. Styles, USN (Ret.)**  
**Commanding Officer USS SEA DEVIL (SS-400) - WW2**  
**Sarasota, Florida**





## THE JERSEYMAN

### Oral History of Captain Ralph Emerson Styles USN (Ret.) - (USNA '33)

"...The thing that amazed me about getting to the Sea Devil was that, there were ten really old-time submariners, but the rest of the crew; 75 percent of the crew were teenage kids; 17-18 years old. The Chief of the Boat (COB,) was 24 years old and I had one man in the crew that was 28, and they called him "Pappy..."

"...We ran into this terrible typhoon that turned over 3 destroyers in Admiral McCain's group under Halsey. He had a carrier task force at sea and I think three destroyers were rolled over by the typhoon. It was terrible. We went down to two or three hundred feet and just stayed there 18 hours - as long as we possibly could - by bleeding oxygen into the boat. And we could still tell there were big waves up there because the Depth Charge Indicator would show 250 feet and then it'd be 200 feet after a wave would roll over which indicated the wave was at least 50 feet. Of course the real problem was surfacing in that kind of weather because if the tanks are practically full and you have the fluid in them that will still roll..."

"...When we finished our first patrol, we went into Majuro for overhaul... so the first thing when we got there, I had been told that the enlisted men could only have beer. The officers of course at the Officer's Club had whatever they wanted. So I told the Chief of the Boat... **"Take a five gallon can of torpedo alcohol ashore with you for rest and recreation."** He did, and so the next morning the Chiefs and Officers were going to play the enlisted men in a softball game. Well we got out there and the crew could hardly stand up. It had been raining and there were puddles all over the place out in the outfield and an officer would hit a ball out towards the outfield and a sailor would run to catch it and he'd fall down in a mud puddle and wouldn't get up - just lie there and laugh. Well, the Officers and Chiefs beat the enlisted men, but I learned a good lesson. I never did pass out torpedo alcohol again..."

"...John Alden had just written a book **"Submarine Attacks During WWII."** He had interviewed Japanese aboard the carrier **JUNYO**, and they were only hit by two torpedoes from the **SEA DEVIL**. The **REDFISH** torpedoes didn't hit her.

Although they got the carrier back to Japan, she was considered a total loss. When we came back into port, I didn't claim hitting anything but the carrier, but SUBPAC had decoded a message saying that a carrier and a cruiser were hit in the attack. So at the end of my patrol, when Admiral Lockwood endorsed the Patrol Report, he put credit on it for hitting an unknown of 4,000 tons, which I didn't even realize I'd hit except I heard three explosions. So anyhow, apparently we hit something that in addition to the carrier... well, two torpedoes into it would do a hell of a lot of damage. So at the end of the patrol they brought us back to Pearl and gave me the Navy Cross, my first Navy Cross with the ship and my crew and also my name and picture in the submarine base Roll of Honor. Anybody that got a Navy Cross is in the Rogue's Gallery on the Pearl Harbor Sub Base with a picture..."

"...Our OOD said, **"Captain, I saw something up here."** so I rushed up to the bridge and he said, "I saw some sort of flash or flare or something." So I said, well circle back around and see what it is. So he circled and got the search light up, and there were two men in individual rubber boats tied together. They thought at first we were Japanese but then when they heard English, they knew better. So they were Marine pilots and they'd been in the water 36 hours and very much dehydrated. We pulled them aboard and they said that there were four of them off the carrier Essex. They told us that they had been tracking a battleship that the Japanese had taken out of Yokosuka, it was moving south to get it out of the Tokyo area, and they had run out of gas and ditched... there had been four of them. So with that we started circling around and about an hour later we came across another boat with a guy in it asleep. So he was the third Marine. The fellows in the first boat were about half-delirious but they said that they'd run out of flares and they'd heard the roar of our diesel engines and saw a star, and they thought it was a plane. They heard the roar of the engines of a plane, so he fired his pistol at it with the tracers, and that's what the Officer of the Deck had seen. So we stayed around all that night looking for the fourth aviator, and didn't find him..."

...During World War 2, **SEA DEVIL** and her crew of 8 officers, and 80 men were credited with 1 Japanese Carrier (**JUNYO**), 1 Light Cruiser, 2 Destroyer Escorts, 1 Submarine, 1 troopship, 1 Ammunition ship, 5 Merchantmen, and 15 U.S. flyers retrieved during the war years. For these actions, Captain Styles was awarded 2 Navy Crosses and the Legion of Merit, and a Navy Unit Commendation for all hands in **USS SEA DEVIL...**

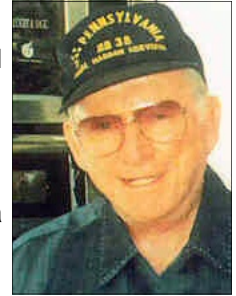
Captain Styles said that **"the three USS ESSEX Marine pilots that were saved that night by USS SEA DEVIL were Capt. Thomas M. Tomlinson, USMCR., from Missoula, Montana, and 2nd Lt. H.M. Sagers, USMCR., from Oakley, Idaho, who were picked up together at 2108 on April 8, 1945. We went on to look for some others, and then found 2nd Lt. T.M. Lewis, USMCR., from Marietta, Georgia at 2240. We searched almost another 400 square mile area, but found no more survivors."** Styles went on to say that Lt. Tomlinson had passed away a while ago, but he still hears regularly from Lewis & Sagers, usually on April 8th of each year ... **"Sagers had 5 children that all married, with 30 Grandchildren, and 29 Great Grandchildren, but still counting... I told him that my picking him up that night has helped to re-populate the country..."**

He also said that during World War 2, a total of 504 flyers were picked up by 87 submarines of the **"Lifeguard League."** **USS SEA DEVIL** was credited with rescuing 15 of them...

## THE JERSEYMAN

### Pearl Harbor Survivors... by Chief Yeoman Martin C. Hoopes

"The following is about my activities on Dec 7, 1941, during the attack by Japanese. I led a pretty charmed life while aboard the PENNSY. Friday Dec 5, 1941, I was temporary transferred to the only Hospital ship at Pearl Harbor, the **USS SOLACE** to have a cyst removed. It was no big thing, and I was scheduled to return to the PENNSYLVANIA by Mon or Tues. On Sunday morning, Dec 7th, I heard some explosions and ships firing. I first thought it was kind of dumb to have ships having firing practice in the harbor, filled with so many ships. I looked out a port hole and could not believe my eyes as across my view was a plane with a big red circle on the wings. Then all hell broke loose as planes were everywhere, blowing up ships! You could see bombs hitting the water. None hit the Solace, but some were too close for comfort.



All of us who had minor operations gave up our beds in the recovery area, as soon the many patients began arriving aboard Solace. The scene was horrible seeing so many arriving burnt so badly and multiple other wounds throughout the bodies of these men. Many of the ships company were then delegated to helping bring these wounded men aboard. Having been in the Navy for a year, I was then a 3rd class yeoman, and assigned as a telephone talker on the **USS SOLACE** bridge.

That night, after the bombing had ceased, was a very scary night for this young kid from Omaha. The silence was deafening. Gunners on all the ships were very much on edge to say the least. Many thought they heard, or saw, the shadow of more Japanese planes attacking again. The dead silence was broken by so many of the ships, firing into the sky and it lit up with the tracers and shells exploding. This went on at different intervals all through the night.

This was a very scary night for all on the Solace. In the harbor they had detected and captured one of the reported five Japanese midget subs. The word came down that a one of these midget subs was hiding under the Solace. Once the midget subs were detected, I am sure our destroyers were using their sounding devices to locate these subs. However I am not sure who originated the alarm. At any rate most of that night small boats were going along side of the Solace, and dragging grappling hooks across the bottom.

You could hear these grappling hooks as they were scraping along the bottom of SOLACE. This, on top of all the other horrible events of ships blowing up, and so many burnt sailors and other badly wounded and dying, being brought aboard. Frankly, I kept one eye open when I tried to sleep, and that eye was on the nearest open hatch. Most of us reasoned that if one of those grappling hooks hooked onto a sub beneath the ship, it would certainly blow itself up rather than be captured.

The SOLACE is not a ship with heavy armor, so if it were hit it would most likely go down quickly and with all aboard. Fortunately, this did not happen.

I stayed on the Solace for several more days, and stood my watches on the bridge, as a phone talker. I then returned to my ship, the **USS PENNSYLVANIA**, that had been in dry dock during the attack. It took one bomb hit that killed about 25, and wounded others. My good friend named BRAGA, a yeoman who I worked with in the Exec's Office, was killed during the attack. A friend of mine saw the sad event. Braga was near the bomb when it exploded. It completely disintegrated him in the explosion. Stayed for 5 yrs on that illustrious ship, the **USS PENNSYLVANIA**, that earned eight battle stars for her many actions in the Pacific, as well as the Aleutians. I will always remember the **SOLACE** on Dec 7, 1941 and the **PENNSYLVANIA.**"

"I do not have the info on how many Chapters there are of Pearl Harbor Survivors (PHS) in the U.S. However there are 5,865 members in the various U.S. Chapters. (Last year at this time we had 6,568 which means a loss of 703 in only 1 year.) Of that total, there are 1,275 members in the State of Calif. (Last year at this time we had 1,381, which means a loss of 106.) In California alone, there are 19 PHA Chapters. Four of them closed down last year, and I expect about 3 more to close down by next year. The mortality rate is going to rapidly increase as most members are now 85 and above, including myself, and I will hit 86 on Aug 4th. Incidentally there are some PHS out there that used to belong to chapters, but because of ailing health etc, they have dropped out along the way.

The **RADM J. Edward Snyder, Jr.**, that you had mentioned, and said he started out as an Ensign on the Pennsy and later became Captain of **USS NEW JERSEY**. He was well known by the enlisted men on the Pennsy, and liked by all of them. I am sure that I also spoke with him during my 5 yrs aboard the PENNSYLVANIA, as I was a Yeoman in the Exec's Office from 1940 to April of 1945 when it put into San Francisco. I began as a yeoman striker in Nov of 1940 when I came aboard at Bremerton, and by 1945 had worked up to Chief Yeoman."

**YNC Martin C. Hoopes, USN (Ret.)**  
**USS PENNSYLVANIA (BB-38)**  
**Danville, California**

## THE JERSEYMAN

### “BLACK CAT CAFÉ HONOLULU, HAWAII - 1941 (NEAR YMCA) “WE NEVER CLOSE”

#### Breakfast Dishes

|                                                                      |        |
|----------------------------------------------------------------------|--------|
| Hot Cakes.....                                                       | \$ ,10 |
| Waffle.....                                                          | .15    |
| Oatmeal.....                                                         | .15    |
| Corn Flakes.....                                                     | .15    |
| Ham, Bacon or sausage and eggs,<br>Buttered toast & Hash Browns..... | .35    |
| Poached eggs on toast.....                                           | .30    |
| Egg & Tomato Scramble.....                                           | .30    |
| Oyster Omelette.....                                                 | .45    |
| Hard Boiled egg, pickled egg, raw egg.....                           | .05    |

#### 24-Hour Specials

|                                   |     |
|-----------------------------------|-----|
| Breaded Veal Cutlet.....          | .35 |
| Roast Turkey with dressing.....   | .50 |
| 1/2 Fried Chicken with bacon..... | .60 |
| Roast Pork & Applesauce.....      | .40 |
| Swiss Steak & Brown Gravy.....    | .25 |
| Corned Beef & Cabbage.....        | .30 |
| Spaghetti & Meatballs.....        | .25 |
| Hot Pork or Beef Sandwich.....    | .25 |

#### Steaks, Chops and other meats

|                                    |      |
|------------------------------------|------|
| Porterhouse and mushrooms.....     | 1.00 |
| T-Bone.....                        | .60  |
| Rib Steak.....                     | .40  |
| Hamburger .30 with onions.....     | .35  |
| Liver & Onions .30 with bacon..... | .35  |

#### Fish & Sea Foods

|                                                             |     |
|-------------------------------------------------------------|-----|
| 1/2 doz, Fresh Frozen Oysters,<br>fried, stewed or raw..... | .35 |
| Fried Shrimps on toast.....                                 | .35 |
| Fried Ulua, tartar sauce.....                               | .30 |

#### Salads

|                                        |     |
|----------------------------------------|-----|
| Fruit salad<br>with whipped cream..... | .25 |
| Crab.....                              | .50 |
| Shrimp.....                            | .35 |
| Potato.....                            | .15 |
| Alligator Pear (Avocado).....          | .10 |

#### Cold Meats with Potato Salad

|                         |        |
|-------------------------|--------|
| Boiled Ham.....         | \$ .35 |
| Assorted cold cuts..... | .35    |
| Pig's foot.....         | .20    |
| Sardines.....           | .25    |

#### Soups

|                   |     |
|-------------------|-----|
| Chicken.....      | .20 |
| Corn Chowder..... | .20 |
| Vegetable.....    | .20 |
| Turtle.....       | .20 |

#### Sandwiches

|                                                                                 |     |
|---------------------------------------------------------------------------------|-----|
| (any sandwich under .20 - on<br>toast .05 extra) potato salad with any sandwich | .10 |
| Black Cat Special.....                                                          | .20 |
| Bacon & Egg.....                                                                | .20 |
| Cold Ham.....                                                                   | .10 |
| Bacon & tomato.....                                                             | .20 |
| Hamburger.....                                                                  | .15 |
| Hamburger & Cheese.....                                                         | .20 |
| Peanut Butter.....                                                              | .10 |
| Club House.....                                                                 | .50 |
| Denver.....                                                                     | .25 |
| Barbecued Beef.....                                                             | .15 |
| Hot Dog.....                                                                    | .10 |

#### Desserts

|                                                 |     |
|-------------------------------------------------|-----|
| Strawberry shortcake with<br>whipped cream..... | .20 |
| Pies (per cut).....                             | .15 |
| Pie a la mode.....                              | .15 |
| Brown bobbies.....2 for                         | .05 |
| Ice Cream.....                                  | .10 |
| Banana Split.....                               | .25 |

#### Drinks

|                              |     |
|------------------------------|-----|
| Buttermilk.....              | .10 |
| Milk (second glass .05)..... | .10 |
| Postum.....                  | .10 |
| Ovaltine.....                | .10 |
| Milk Shakes.....             | .15 |
| Malted Milks.....            | .20 |
| Coca Cola & other sodas..... | .10 |
| with meals.....              | .05 |

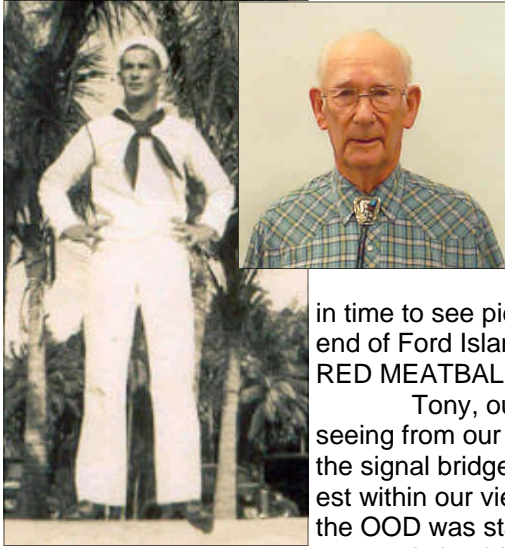
*“This menu is from some of my collections, that may remind other “Hotel Street Warriors,” of how things were in 1941 at the Black Cat Café in Honolulu, Hawaii. You might recall that everything in this area was reasonably priced, to keep the servicemen happy. It’s a reminder, a keepsake, to maybe remind us all of the “good old days” when that big Navy pay we had of \$21 a month went quite a long ways, at least in the Hotel street area.”*

**Martin C. Hoopes, Pearl Harbor Survivors Association, Danville, California - September 2005**

## THE JERSEYMAN

### Signalman Striker George L. "Bud" Hollenbeck - Pearl Harbor DEC 7, 1941

"The USS PENNSYLVANIA (BB-38,) and Flagship for CINCUS, CINCPAC, was in #1 drydock in Pearl Harbor on 7 December 1941. I was a signalman striker and had just had breakfast and assumed the 8-12 watch on the signal bridge. A striker, for any rating in the Navy, is a person who learns through on-the-job training instead of graduating from a formal school program. The watch that had just been relieved, and had gone below to have their breakfast.



My watch station was on the port wing of the signal bridge and I was hosting the PREP flag at 7:55 a.m. when I noticed a long string of planes coming in over the north end of Ford Island. I thought they were our planes on a surprise practice run. A few seconds later, I heard a loud **WHOMP** and then another. I went over to the starboard wing of the bridge in time to see pieces of a PBY (Amphibious Patrol Plane,) flying through the air at the south end of Ford Island. It was then I looked at the insignias on the wings of the planes - BIG RED MEATBALLS... they were Japanese Navy Planes!

Tony, our watch supervisor, phoned down to the OOD to let him know what we were seeing from our vantage point on the signal bridge. Part of our normal duties performed on the signal bridge was to act as look-outs and to keep the OOD informed of anything of interest within our view. The signal bridge was some 35 feet above the ship's quarterdeck where the OOD was stationed while the ship was in port.

I should explain the use of the PREP flag. At Pearl Harbor, the base signal bridge was located on the yard water tower. The PREP flag was hoisted at the yardarm of the yard tower at 7:55AM every morning. All the ships at Pearl would follow the tower's lead and hoist PREP flags at their yardarms and then, exactly at 8:00AM, the PREP flag on the tower would be hauled down followed immediately by all the ships in Pearl. Colors would play, and the US FLAG, would then be hoisted. The band was assembled on the quarterdeck waiting for the PREP flag to be executed so that they could then play the national anthem. The yard signal tower hauled down the PREP flag at 8:00AM and we followed, but the band did not get to play for they were heading for their General Quarters stations. By this time, planes were all over the place and our watch supervisor sent two of us into the conning tower (16" steel) for protection, since he did not need us on the bridge. While climbing through the conning tower door, I felt a pain in my right wrist. It was a small puncture wound and it did not bother me. Several weeks later, a small piece of lead worked its way out. I was 19 years old and I do not recall being scared, but we were all plenty angry.

At one point, we went out to the starboard wing to see **USS NEVADA** under way. The Japanese pilots saw her too and concentrated their dive bombers on her. At that time, those dive bombers were heading toward Drydock #1 where **PENNSYLVANIA, CASSIN and DOWNES** were docked. By presenting an underway target, **NEVADA** probably saved us from more bomb damage. The Jap planes made several bomb hits in the area of the fo'c'sle. The resulting smoke was so heavy that the **NEVADA** bridge personnel could not see and the ship touched land near where the destroyer **SHAW** was docked. The Japs wanted to sink her in the channel to block shipping. However, the **NEVADA** backed off with the help of a yard tug boat, and nosed into land out of the channel. We returned to the conning tower. The second wave of Jap planes, dive and high-level bombers, concentrated on the drydock area which was occupied by **PENNSYLVANIA, CASSIN and DOWNES**. The **PENNSYLVANIA** was then hit by a 500 pound armor - piercing bomb. It was just like the bomb that hit the **ARIZONA** and which had penetrated the 6" armored deck, exploding in a powder magazine and causing the catastrophic explosion that killed a thousand of it's crew. However, **PENNSYLVANIA** was luckier, for the bomb hit and glanced off of a broadside gun-mount causing it to explode before it could penetrate our own 6" armored deck.

**CASSIN and DOWNES** took several hits, and at one point, at least one of their live torpedoes exploded. We were watching the destroyers through the small conning tower ports, and the concussion threw both of us back against the other side of the tower. We were not hurt. The crew of **PENNSYLVANIA** owe a lot of thanks to the crane operator of that large dockside crane. All during the attack, he ran the crane back and forth along the tracks while rotating the boom around, which helped to keep the strafing Jap planes at a higher altitude. But, while we benefited, **CASSIN and DOWNES** took the brunt of the attacks. At some point during the attack, the drydock was flooded to help keep the ship from being knocked of it's support blocks. Then the oil from the damaged destroyers spread on the water and caught fire. It was about 9:45AM when the last of the attacking planes left the area. The signal bridge was a mess covered with wadding from our 5-inch AA shells.

One of our signalmen had returned to the ship late the night before and was on a cot in the covered part of the bridge. Shortly after the attack began, he came running out of the shack asking why we had not woken him up. In the thin metal shield behind his cot, there was a spent bullet stuck about a foot above the cot. That could have been the source of the piece of lead that hit me in the wrist.

(Continued...)

## **THE JERSEYMAN**

Later on, after we swept out the bridge, I talked with a person in civilian clothes. He was looking towards the damaged battleships at Ford Island. In the conversation, I learned that he was **Admiral Furlong**. His flagship, the **OGLALA**, had rolled over on it's side at 1010 dock.

In anticipation of further attacks, all weapons available in Pearl were manned while rescue operations were going on. Toward evening, several of our carrier planes flew in to land at Ford Island. And, even though the word had been passed that we were expecting some of our carrier planes, someone with a nervous trigger finger opened up with a machine gun. Then, just about every gun in Pearl commenced firing at the incoming aircraft. Most of the planes were shot down.

While a ship is in drydock, the ship's washrooms are inoperative, which means that one must use the dockside facilities. The night of December 7th, with its blackout conditions and Marine sentries, it made for an apprehensive trip to the washroom.

I do not remember many details of the next two weeks. However, the drydock was pumped out enough to re-install the PENNSY's screws, the bomb damage was repaired, and we sailed from Pearl Harbor two weeks after the attack. Christmas 1941 was spent at sea, and December 29th we steamed in San Francisco Bay. There was concern that the Japs would attack the west coast, and the PENNSYLVANIA was assigned to help protect it."

**Signalman 1/c "Bud" Hollenbeck**  
**USS PENNSYLVANIA (BB-38)**  
**Wilmington, North Carolina**

(Three and a half years later... and just days before the end of World War 2 in the Pacific... )

### **Torpedo Damage to the USS PENNSYLVANIA (BB-38,)** **- Buckner Bay, Okinawa. 12 August 1945**

"The **USS PENNSYLVANIA (BB-38,)** passed under the Golden Gate Bridge flying a homeward bound pennant that was 523 feet in length on March 13, 1945. During those 523 days our areas of operation included Makin, Kwajalein, Eniwetok, Saipan, Tinian, Guam, Palau, Leyte Gulf, Surigao Strait and Lingayen Gulf. We were way overdue for an overhaul, and we got one. Everything was overhauled or brand new.

On July 12 we sailed under the Golden Gate Bridge heading west and we knew we would soon take part in the assault on the Japanese homeland. We passed close to Wake Island on our way west from Pearl Harbor, and fired a few projectiles to let them know they were not forgotten. They fired a few back at us.

On our approach to Buckner Bay, Okinawa, we looked around us, and as far as the eye could see, was the largest armada of modern warships ever assembled in one place. Battleships, Battle Cruisers, Cruisers, Destroyers, DE's, Troop Transports, Oilers, Repair Ships and other classes too numerous to list. There were hundreds of vessels, and all were being made ready for the invasion of the Japanese Homelands. Had the war not ended when it did, there probably would have been hundreds of thousands of Allied casualties and likely, a similar number of Japanese casualties; for the Japanese people were planning to contest every foot of their homelands. In addition, the Japanese had some 5000 planes stored in Korea ready for Suicide Duty. It was necessary for the United States to use the Atom Bomb to convince the Japanese Leaders that it was time to end the conflict.

The **PENNSYLVANIA** entered Buckner Bay on August the 12<sup>th</sup>, and went alongside the **USS TENNESSEE** to receive **Vice Admiral Oldendorf** and his staff, after which we anchored in our assigned berth. At 2045 that evening, a Japanese torpedo plane flew through the anchored ships, unannounced, and released it's torpedo. It was a late release and the torpedo did not have time to level out. Instead, it was coming up at an angle when it struck our # 1 propeller shaft. The force of the explosion damaged the #2 shaft and caused the hull to buckle and roll inward (no armor plating is installed in that far aft area.) That inboard space was the living compartment for the Quartermasters. Nineteen men were killed. I was a Signalman I/c and was on the Signal Bridge when the torpedo struck. I knew several of the Quartermasters who were killed.

Several compartments were ruptured and it wasn't long until the ship's stern was very low in the water and the bow was nearly out of the water. All personnel not on watch, were ordered to the bow section to help counteract the weight of the water in the flooded aft compartments. With the help of a couple of tugs and an LCS, equipped with high-capacity pumps, the flooding was brought under control.

On the morning of the 15<sup>th</sup> of August, Captain Moses informed the crew that Japan had accepted the Allied surrender terms.

(continued...)

## THE JERSEYMAN

We departed Buckner Bay on August 28<sup>th</sup> towed by two tugs in tandem. Our speed of advance was from two to seven knots. We arrived in Apra Harbor, Guam on September 6 and spent a month in floating dry dock ABSD-3. During that time the Signal Gang was occupied with the task of recovering the soggy signal flags which had been stored in one of the flooded compartments. It was necessary to string the flags up to dry, even though the salt water had made a mess of them.

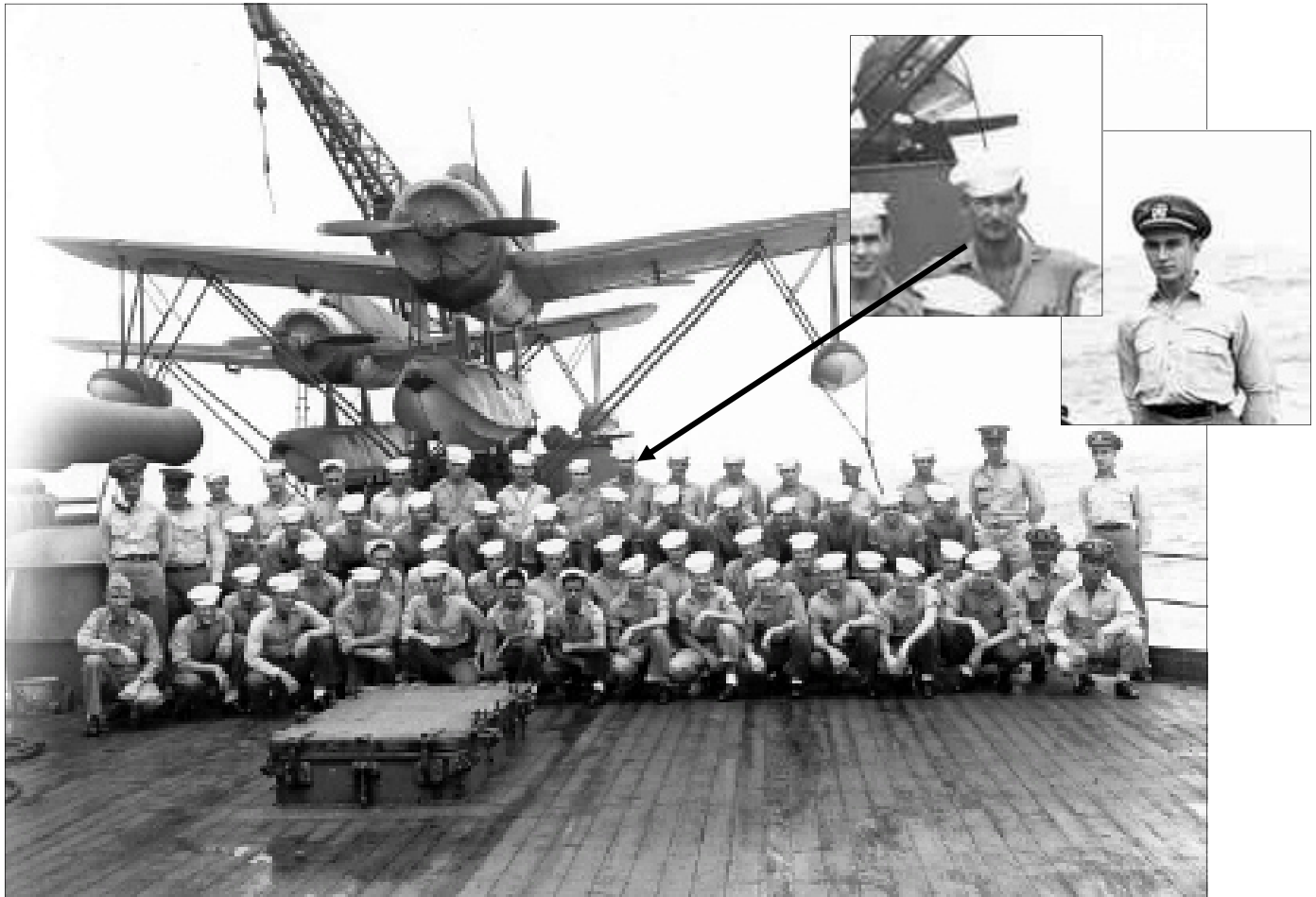
The Pennsylvania left Guam on October 4<sup>th</sup> heading for Bremerton, Washington with about 1,000 passengers who were up for discharge. When the ship left Guam it had two operating propellers. The Pennsylvania was accompanied by the cruiser ATLANTA and the destroyer WALKE. On the 17<sup>th</sup> of October, the #3 shaft failed; so the shaft - propeller was cut loose by our divers. We proceeded with one propeller and arrived in Bremerton on October 24, 1945.

On January 16, 1946 the Pennsylvania was designated a target ship in Operation Crossroads, where the target ships were to be subjected to Atom Bomb tests. There were 150 of us who sailed the Pennsy to Bikini Atoll. She survived the tests, but was too radio-active topside to even be used for scrap metal. The Pennsylvania was sent to the bottom off of Kwajalein Atoll on February 10, 1948.”

**Signalman 1/c “Bud” Hollenbeck**  
**USS PENNSYLVANIA (BB-38)**  
**Wilmington, North Carolina**

### Signals Division - USS PENNSYLVANIA at war’s end...

“**Bud**” **Hollenbeck** is the 6th “white hat” in from the right in the back row. **Ensign J. Edward Snyder, Jr.** is shown on the far right of the back row, and at the time was the **PENNSYLVANIA** Signals Officer. Twenty-three years later, **Captain J. Edward Snyder, Jr.**, **USN** commanded **USS NEW JERSEY (BB-62)** in the Vietnam war.



## THE JERSEYMAN



### The diaries of CWO Victor P. Feltes, USN., written aboard USS NEW JERSEY (BB-62) in World War 2 - -

On September 6, 2005, two hand-written and detailed World War II diaries of the late **Chief Warrant Officer Victor P. Feltes, USN**, were donated to the Battleship New Jersey archives by his wife and family, and gratefully accepted by **Archives Manager, Bob Walters**.

Quotations written by Chief Feltes over 60 years ago were read aloud on deck as part of the transfer ceremony

- as a tribute to the man and to his ship...

*"I was on watch for 18 hours straight, but ready to go sink more Jap ships if they should try to leave Truk. This is going to be part payment for Pearl Harbor."*

*"May 8 VE Day... Arrived home today. Ramona met me at station at 0925. Today the war in Europe came to an end! Chicago is dead, can't even get a drink of beer! Caught 11 o'clock street car out home and made my acquaintance with Jimmy who I had never seen and renewed another with (Larry) - who didn't know me either. Great to be home."*

**Mrs. Ramona R. Feltes, West Chicago, Illinois - -**

"I was proud that so many family members (19) came along to witness the turnover of Victor's diaries and a 40 mm shell casing that was fired on October 23, 1944 at the Battle of Leyte."

"A picture was taken under the forward 16 inch guns with sons Larry and James in the same spot with their Dad in 1945 when the battleship was in Bremerton, Washington. Grandson Luke was very impressed with the diaries and carried them aboard the ship. Another grandson Ben, carried the shell casing aboard in his back pack. It was quite heavy. I gave the flag that flew while we were on board to our grandson Victor, the namesake of my husband. Thank you for all your help in making this memorable day possible for my family and I."



**Richard Feltes, Lisle, Illinois - -**

"For me, the highlight was having the opportunity to visit with crewman **Russ Collins** who served under my Dad. He related stories about having a beer with **Chief Feltes**, the distribution of captured Japanese weapons to Big J's crew off the fantail, and the severity of the typhoon in December of 1944. Russ volunteers 2 days/week on BB 62. His presence at the Feltes diary transfer ceremony, and willingness to share his remembrances of my dad and his duty stations on board during World War II meant a great deal to my mom and family."

**Lt. Col. Larry Feltes, USAF, Ret., West Chicago, Illinois - -**

"The ceremony was very moving and meant a great deal to me... It was especially moving for me to see how Dad spent the early years of his life and the amazing naval record of achievement he and the New Jersey crew achieved during WW II."

**Ellyn Feltes, West Chicago, Illinois - -**

"It was wonderful, and I am sure **Victor Feltes** would have been very proud."



### From the Battleship NEW JERSEY archives...

Former crewmen... we are asking your help in preserving the history of **USS NEW JERSEY**. Historical artifacts like those donated with much pride by the Feltes family, will go a long way to help future generations of Americans search for details, and document the many accomplishments of BB-62.

A one-of-a-kind photo that you may have taken of bulkhead artwork, and that was later painted over... maybe an original Plan of the Day, or other items that help to tell the ship's history are all wanted. Many donated items are also used to help tell the **USS NEW JERSEY** story at schools, off-site displays at libraries, and service clubs etc... So if you have an item in your old footlocker that you think may help us to preserve NEW JERSEY's history, and are willing to donate it for the ship's archives, please call me anytime. Thanks!

**Bob Walters, Artifacts Manager (1955-1957 crewman (QM2) in USS NEW JERSEY. )**

(856) 966-1652 EXT 202, or email to: [b.walters@battleshipnewjersey.org](mailto:b.walters@battleshipnewjersey.org)

An update on the four  
IOWA's today...

## THE JERSEYMAN

### USS IOWA (BB-61) -

([www.ussiowa.org](http://www.ussiowa.org))

With a twist of irony, the namesake ship of her class, **USS IOWA**, is the only one of the four still without a home. She rests in mothball reserve today at Suisun Bay near San Francisco. Hopes that she would soon become a star attraction in San Francisco, have now faded, after being rejected for the site on July 12th by the San Francisco, Board of Supervisors, in a vote of 8-3 against.

Stockton, California (about 63 miles East of S.F.) has offered a 1,000 feet of dock space on the San Joaquin River, a 90,000-square-foot waterfront building and a 15-acre parking area - all free of charge.



So IOWA may have finally found her home... (but it's not the one IOWA Veterans had hoped for her to have in San Francisco.)

### USS NEW JERSEY (BB-62) -

([www.battleshipnewjersey.org](http://www.battleshipnewjersey.org))

**USS NEW JERSEY**, the most decorated of all U.S. Navy battleships, was the only Battleship in the world in active service during the Vietnam war in 1968-1969. Permanently at rest today in fresh water at Camden, NJ, the **NEW JERSEY** proudly displays the commendations and battle ribbons for service covering four conflicts over half a century.

Thanks to the efforts of hundreds of volunteers from surrounding states, Battleship **NEW JERSEY** has been beautifully restored, and the work continues every day.

The recent addition of a restored **US Navy SH-2 "Seasprite"** Helicopter heightens the experience for the many school children and visitors coming aboard each day.

Visitors are welcome above the bridge to the 05 level, and below to include the mess deck areas.



### USS MISSOURI (BB-63) -

([www.ussmissouri.com](http://www.ussmissouri.com))

Named for the home state of **President Harry S Truman**, **USS MISSOURI** is best known as the site of the signing of the Japanese surrender, and where **General of the Army Douglas MacArthur** accepted unconditional surrender on 2 September of 1945.

Although her hull number bears BB 63, **USS MISSOURI's** completion followed the launching of **USS WISCONSIN (BB-64)**, - - she truly wears the historic title of "**The Last Battleship.**"



**MISSOURI** is berthed today at the same pier once occupied by the **USS CALIFORNIA (BB-44)** on 7 Dec 1941, and from which **CALIFORNIA** was raised from the mud to fight again. In permanent tribute, the bow of **USS MISSOURI** faces the **USS ARIZONA** memorial.

### USS WISCONSIN (BB-64) -

([www.battleshipwisconsin.org](http://www.battleshipwisconsin.org))

Seen in this dramatic photo during her homecoming on 7 December of 2000, **USS WISCONSIN** is available for visitors at **NAUTICUS - National Maritime Center** in Norfolk, Virginia.



As of today, **USS WISCONSIN** is a mobilization asset, and environmental control systems are in constant operation within the ship. For this reason, visitors are limited primarily to the ship's weather decks.

**NAUTICUS**, and the Hampton Roads Naval Museum provide a number of truly outstanding educational exhibits that describe the inner workings of **USS WISCONSIN** for the visiting public.



A look back at the four  
IOWA's of yesterday...

## THE JERSEYMAN

### USS IOWA-Class Battleships

Original 1940's construction costs as compared with the 1980's Reactivation costs.

At our request, **Master Chief Fire Controlman (SW) Stephen Skelley, USN/Ret.**, provided the information below from notes he had taken while he was assigned to the Naval Surface Warfare Center in Dahlgren, Virginia. Master Chief Skelley served at NSWC Dahlgren during the period 1991 to 1996.

| <b>Original IOWA-Class Building Costs</b><br>("Costs do not include "GFE,"<br>Government Furnished Equipment") | <b>1980's Reactivation costs</b>                                                        |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| USS IOWA (BB-61) \$73,881,750                                                                                  | USS IOWA \$402,700,000                                                                  |
| USS NEW JERSEY (BB-62) \$61,576,800                                                                            | USS NEW JERSEY \$326,000,000                                                            |
| USS MISSOURI (BB-63) \$73,861,300                                                                              | USS MISSOURI \$467,300,000                                                              |
| USS WISCONSIN (BB-64) \$56,219,600                                                                             | USS WISCONSIN \$475,900,000                                                             |
| "USS MISSOURI's final costs were later shown in excess of \$114 million."                                      | "...these tables were "most likely" from the Battleship Program Office." - MCPO Skelley |

It's been several years since *The Jerseyman* included statistics of miscellaneous equipment and storage for the four IOWA sister ships... These were also provided to us (with thanks,) by **Master Chief Stephen Skelley, USN/Ret.**

#### Statistics for the IOWA-Class Battleships:

900 Electric Motors  
5,300 Lighting fixtures  
250 Miles of electrical cable  
800 Miles of welding  
1,135,000 rivets  
16 Miles of ventilation ducts  
14,140 Valves  
80 Miles of piping  
>1,300 Telephones  
100,000 Gallons of water distilled daily  
100 Tons of fresh fruit and vegetables  
650 Tons of dry stores  
84 Tons of frozen food/meat  
2,236,086 Gallons of fuel oil  
60,292 Gallons of Diesel oil  
209,076 Gallons of aviation fuel  
1,074 Feet of propulsion shafting  
400,000 Pounds of paint for 1 coat.

(Which equals painting a fence 5 feet high and 273 miles long...)

Displacement of an IOWA Class battleship would flood 46 acres to a depth of 1 foot. (993 City lots.)



WW2 photo courtesy of SN/1c Charles Hrenchir

## THE JERSEYMAN - REMEMBERS...

### USN Ship's bell photos...

We have a number of World War 2 ship's bell photos now available, so look for more of these bells as a tribute to the ships and crews of the "**Greatest Generation**" that served in them. - Ed.



### USS JOHN C. BUTLER (DE-339)

One of the courageous Taffy III "Small boys" taking on the Japanese fleet at Leyte Gulf...

*"The 2-hour battle off Samar which followed has taken a rightful place among the most memorable actions in naval history. The slow escort carriers launched all planes to attack the Japanese cruisers and battleships, and **JOHN C. BUTLER** and her sisters laid heavy smoke to confuse enemy batteries. A rain squall provided cover for a turn to the south, and just after 0730 the destroyers began their gallant torpedo attacks against great odds. **JOHNSTON (DD-557)**, **HOEL (DD-533)**, **HEERMAN (DD-532)**, and escort **SAMUEL B. ROBERTS (DE-413)** made close-in attacks on cruisers and battleships, forcing them to zigzag, while aircraft made continuous attacks. Soon after this first attack, **JOHN C. BUTLER** turned from the carriers to launch her remaining torpedoes, then exchanged gunfire with a heavy cruiser."*

The **USS JOHN C. BUTLER** ship's bell is one of very few bells remaining from an estimated 531 US Navy Destroyer Escorts that were built during WW2. The bell is on display today at their museum in Charleston, South Carolina.

Stricken from the Navy Register on 1 June 1970, **USS JOHN C. BUTLER** was sunk as a target off of Southern California in December of 1971.

Bell photo submitted by:

**DE-339 crewman & Designated swimmer  
F.F. John Conley, Bella Vista, Arkansas**

SOURCE:

Dictionary of American Fighting Ships (DANFS) 1968, Vol 3.

### USS AARON WARD (DM-34)

Originally laid down in December of 1943 as a 376 foot long SUMNER-Class destroyer (DD-773,) she was re-designated a destroyer minelayer (DM-34) on 19 July 1944 and commissioned in October 1944.

In 52 minutes on May 3, 1945 off of Okinawa, **AARON WARD** suffered direct hits from five of 10 kamikazes, three with bombs, and another plane struck her a glancing blow. Nineteen men were killed in action; six died of their wounds. Sixteen enlisted men were missing in action and never found. One hundred Sailors and officers were injured.

In September 1945, the war ended and **USS AARON WARD** was decommissioned, just 11 months after commissioning. This proud warship, one that **Admiral Chester Nimitz** called "**A ship that can't be licked,**" was sold for scrap in July of 1946. She had earned one battle star and the Presidential Unit Citation for World War 2 service.

The ship's anchor is displayed overlooking the Veteran's section of the Bluff City Cemetery in Elgin, Illinois. The dedication plaque reads that "**the ship's anchor from USS AARON WARD was presented Mr. & Mrs. Harry J. Schroeder In memory of their son: Laverne H. Schroeder--Seaman Second Class USNR Killed in Action May 1945 off Okinawa while serving aboard this destroyer.**"

Photo submitted by:

**HTC Ron Reeves, USN/Ret., West Collingswood, New Jersey**

SOURCE: Dictionary of American Fighting Ships (DANFS)



## THE JERSEYMAN - REMEMBERS...

### USS BOISE (CL-47)

At the beginning of World War 2, Light Cruiser **USS BOISE** was assigned to the Combined Forces, US Navy Asiatic Fleet. The National Archives photo at left



shows **USS Boise (CL-47)** arriving at the Philadelphia Navy Yard in November 1942 for repair of battle damage received during the 11-12 October 1942 Battle of Cape Esperance. Note the forward 6"/47 triple gun turret trained to starboard. It was jammed in this position during the action, when a Japanese 8" shell hit the armored barbette just below the turret.... She went on to the Mediterranean and covered landings at Sicily and Salerno. In December of 1943, **USS BOISE** returned to the Pacific and took part in many landing operations of New Guinea. She took part in the Leyte Invasion, Battle of Surigao Strait, Mindoro Landings and Lingayen Gulf landings with **Gen. MacArthur** embarked. In June of 1945 **USS BOISE** carried **General**



**MacArthur** on a 35,000 mile tour of the Central and Southern Philippines returning to California 7 July, 1945.

### US Navy Asiatic Fleet -

Often forgotten, it should be remembered that the US Navy Asiatic Fleet was outnumbered, outgunned and the only US naval force available in early 1942 to evacuate key personnel from behind enemy lines, and initiate the first offensive actions against the Japanese Fleet. Asiatic Fleet ships engaged in *individual* ship, and plane encounters with far superior Japanese forces, and many men of the Asiatic Fleet were either killed or captured as prisoners of war. At the time, the Asiatic Fleet was all that was available to hold the line against the Japanese fleet while the US Navy tried to recover from the Japanese sneak attack on Pearl Harbor.

In the first 3 month period between 7 December 1941 and 3 March 1942, the Asiatic Fleet suffered ten USN ships lost at Corregidor; six PT Boats lost in the Philippines; four US Submarines lost in Malaya; four USN ships sunk south of Java; one sunk in Darwin Harbor; one ship (**USS LANGLEY AV-3,**) lost enroute Tjilatjap, and the Cruiser **USS MARBLEHEAD** damaged so severely in battle she returned to the US for repairs. Two ships, **USS POPE (DD-225,**) and **USS HOUSTON (CA-30,**) were both lost at Sunda Strait along with Australian Light Cruiser **HMAS PERTH** with very heavy loss of life. Throughout the war, the Japanese prison camp at Makassar held survivors of **USS ASHEVILLE, USS PERCH,** and the **USS POPE.**

Decommissioned on 1 July 1946, the **USS BOISE** was sold to Argentina - 11 January 1951. Later decommissioned in 1978, she was finally sold for scrap at Brownsville, Texas in August of 1981.

**Bell photo submitted by USS BOISE crewman  
SKC Mel Howard, USN/Ret. (Chief Storekeeper)  
Philadelphia, Pennsylvania**

(The **USS BOISE** bell is on display today at Galon Field Museum in Boise, Idaho)

(SOURCES:

Dictionary of American Fighting Ships, (DANFS)

Combined Forces U.S. Navy Asiatic Fleet Memorial Reunion - August 20-24, 1997

*"And any man who may be asked in this century what he did to make his life worthwhile,  
I think can respond with a good deal of pride and satisfaction:*

*"I served in the United States Navy."*

**President John F. Kennedy  
August 1, 1963**

## THE JERSEYMAN

### Japan Surrenders - September 2, 1945

***"What do you think about today as you remember back to September 2, 1945 and the end of the war?"***

"I remember the scene in Tokyo Bay with all those Battleships lined up at anchor and wondering what was going through the minds of the Japanese people. I know I was awe struck."

**RM3/c Bud Galow, Willow Grove, Pennsylvania**  
**K- Division USS TENNESSEE (BB-43)**

"What I think of most is the buddies who never made it back, and couldn't enjoy the freedom they died for."

**Sgt. Jim Ramentol, USMC, Mount Laurel, New Jersey**  
**Marine Detachment - USS North Carolina (BB-55)**  
**NAB Boca Chica, Florida on 9/2/1945**



80-G-421130 Carrier planes over USS Missouri, 2 September 1945

**(National Archives photo...  
 USS MISSOURI - Sept 2, 1945**

"There is no question in my mind about the USA dropping the atomic bombs in August of 1945. It saved the lives of many thousands of US sailors if we had to invade Japan within the next several months."

**ACOM Omer Olson, (Aviation Chief Ordnanceman) Spokane Valley, Washington**  
**USS BOGUE {CVE-9} and Carrier Aircraft Service Unit Twenty-one {CASU-21}.**

"September 2, 1945, was an insignificant date to us. On August 6, 1945, we heard that the A-bomb had been dropped on Hiroshima, and we knew the war was over and we would not be going back out to the Western Pacific. I heard of the A-bomb from a boy hawking an extra put out by the Honolulu newspaper while I was on liberty going from the Amphib Base to Honolulu (Waikiki Beach)."

**Electronic Technician Mate 1/c George Hunt, Maple Shade, New Jersey**  
**LCC 39051 at Waipoint Naval Amphibious Base, Pearl Harbor, Oahu, Hawaii**

"Glad the World War is over and I am still alive."

**MM2/c Martin S. Waltemyer, Williamstown, New Jersey**  
**USS JOHN D. HENLEY (DD-553.)**

"I was relieved that the war was finally over and that the killing had stopped. **USS PENNSYLVANIA** was being towed from Buckner Bay to Apra Harbor Guam at the time the surrender terms were being signed, and our thoughts were more on getting the ship repaired. But I have to tell a true story about the end of the war. It is about one of our signalmen. His name is **Pete Russell**. Pete had been assigned to the PENNSYLVANIA during our yard period at San Francisco in May/June 1945. He was 17 years old at that time and said that he had joined the Navy to look for and find his father. His dad had been a civilian engineer working on Wake Island on Dec. 7, 1941. He was captured by the Japanese and sent to Japan. Pete's idea was rather crazy. He said he planned to jump overboard and swim to Japan to find his dad, if PENNSYLVANIA ever got close enough to do it. Well, we did not get close enough to Japan. But, when we arrived at Apra Harbor and were in floating drydock ABSD-3, Pete was still thinking about his dad. A few days after we had entered the drydock, one of the US Navy hospital ships docked a short distance from us. Pete signaled to the hospital ship and asked if they might have a released prisoner named Russell. They said they would check. They signaled back a short time later to say that they sure did have one named Russell. Pete went over to the hospital ship and found his dad. Pete Russell is alive and living in Ogden, Utah"

**George L. Hollenbeck, SM1/c Wilmington, North Carolina**  
**USS PENNSYLVANIA (BB-38,) C-S Division**

"The U. S Air Corps had dropped two Atomic bombs upon Japan. Information was scant, but the Honolulu Advertiser was claiming total destruction of the targets... I most remember the nite in August when I was awakened by the screaming and yelling **"the war is over!"** The bakers were working the night shift and heard the announcement on the radio. They ran outside and screamed the news to the sleeping thirty thousand men or more, at Camp Catlin, Oahu, near Pearl Harbor. Within minutes the entire camp was celebrating and it went on well into the following day. These were the men being staged for the upcoming invasion of Japan's home islands.

**John V. Gardner, Staff Sergeant, USMC, WW2**  
**Nevada City, California**

## THE JERSEYMAN

### Japan Surrenders - September 2, 1945

"In April, 1945, after two years in the South Pacific, I was transferred from the **U.S.S. South Dakota** to return to the States for officer's candidate school at Yale University. My very first thought on 9/2/45, was to thank God that I would never have to witness another of my fellow sailors buried at sea after being hit by a bomb or a Kamikazi plane - either on my own ship or another ship."

**FC3/c Richard Silvers, King of Prussia, Pennsylvania**  
**USS SOUTH DAKOTA (BB-57)**



"What a feeling it was to return home to my wife and the rest of my family... Today I think about how it was then and how it is now. After the 9/11 tragedy and Hurricane KATRINA, the lives lost and the destruction in both events. I think about how the greatest generation handled the attack on Pearl Harbor, and the aftermath that followed, we were losing a lot at first, but we hung in there and all Americans got together - we just outfought and out-produced our enemies. Now is the time we must all pull together and again show the rest of the world we can stand any tragedy and overcome it, but we must all hang together and fight hard for our way of life."

**Charlie W Touzell, Mam3rd USNR, Philadelphia, Pennsylvania**  
**USS DENNIS (DE-405 with Taffy III at Leyte Gulf)**

"I was happy at the end to killings all over the world..."

**YNC Martin C. Hoopes, USN/Ret., Danville, California**  
**Pearl Harbor Survivor, USS PENNSYLVANIA (BB-38)**

"Today 60 years later, on remembering back to that Sept. 2nd 1945 and end of WWII... I remember our Country, after being tempered by the battles and sacrifices of war, emerged as the most respected and powerful nation in the world. This status was earned by the dedicated military and civilian population of America who marched, worked and sacrificed for God and Country. Their efforts resulted in defeating our enemies, who were Intent on destroying America and the winning of freedom for millions of people through out the world.

This is what I remember, a strong, united, and just America under God, about to lead the world into the future."

**RM2/c Peter Fantacone, Mays Landing, New Jersey**  
**USS COLUMBUS (CA-74)**

"In Aug of 1945 I got rotation shore duty at Cape May Frontier Naval Base after 4 years of sea duty aboard **USS Vulcan (AR-5) Fleet Repair ship**. On V-J day there was celebration all over, and liberty for all at the Cape May Base. People came running out of their houses screaming and yelling "**the war is over!**" "**the war is over!**" Everybody was very happy and jubilant, and we sailors were invited into many homes for refreshments. There was a lot of cheering with hugs and kisses all around. And it was the same on V-E day."

**Dave Cunningham, Chief Metalsmith, USNR, Thorofare, New Jersey**  
**USS VULCAN (AR-5)**

"As the peace treaty was signed, I was at sea aboard the **USS FRANKS (DD-554,)** patrolling and screening Admiral Halsey's fast carrier Task Force 60 miles due east of Tokyo Bay. I knew that I was safe and would soon be coming home. I was blessed with 54 years of married life to my wonderful wife **Anne**, who died in 2001. Today, I am proud to have been a part of the "**Greatest Generation,**" happy at 82, active, and in good health."

**Mike Bak, Quartermaster 1/C, USNR, Surf City, New Jersey**  
**USS FRANKS (DD-554)**

"That I would not lose any more buddies or relatives. No more lives would be lost or injured. Peace again. Thank God."

**Hubert R. Tomlin, Boatswain Mate 1/C**  
**USS TENNESSEE 1st Div.**  
**San Mateo, CA.**

## THE JERSEYMAN

### Japan Surrenders - September 2, 1945

#### **Aboard the USS DAVID W. Taylor, (DD-551)...**

"On the morning of September 2, 1945, the world's attention was riveted on Tokyo Bay where the surrender of Japan was being formalized on board the **USS MISSOURI**. Many U.S. warships were present in the bay to witness this long-awaited occasion, but my ship was not among them.

Far to the south of Japan, at 0921 on that day, **USS David W. Taylor (DD 551)**, was putting out to sea from Buckner Bay, Okinawa. She was flagship of Task Unit 95.3.5 comprised of two destroyers, one destroyer escort, six LSTs, a seagoing tug towing two barges of aviation gasoline and an assortment of minesweepers. The destination of the Task Unit was Kanoya on the eastern shore of Kagoshima Bay at the southern tip of Kyushu, Japan. The LSTs carried U.S. troops destined to take control of a Japanese air base situated near Kanoya. This base had been **the** principal launching site of thousands of Kamikaze air strikes against U.S. warships in and around Okinawa during the waning months of hostilities. Surviving aircraft at the location were of much concern to the U.S. Navy. It was feared that die-hard citizens or disgruntled members of the military might use these planes to launch attacks upon vulnerable U.S. ships arriving in Japanese waters to begin their occupation tasks.

Not quite forty-eight hours after the surrender signing, and at 0530 on September 4, 1945, the ships of the Task Unit were off the coast of Kyushu, and at general quarters as a precaution against deception by possible Japanese hotheads not in accord with the wishes of their government. At 1030 a delegation of three Japanese naval officers boarded the flagship. They directed the force through the minefields inside the entrance to Kagoshima Bay and to landing sites stipulated by U.S. authorities.

Events of that day went without incident. Our troops were debarked and seizure of the airfield was completed. Three days after arrival in Japan the destroyers and LST's departed Kyushu for return to Buckner Bay. During the three-day stay at Kanoya the opportunity for shore leave was granted personnel from the U.S. vessels. It afforded both the Japanese citizens of Kanoya and U.S. personnel, who just a few days ago were former bitter antagonists, the opportunity to size each other up. Both sides were on their good behavior and no untoward incidents occurred. At this time I was engaged in a successful bartering session with one of the Japanese citizens for ownership of an attractive samurai sword. Its cost? Two packs of American cigarettes."

**Coxswain Bob Whomsley, Cherry Hill, New Jersey**

**USS SOUTH DAKOTA (BB-57) 3/42 - 6/43**

**USS DAVID W. TAYLOR (DD-551) 7/43 - 11/45.**

"I was at Alameda, California when we got the official word that WW2 had ended. Many left the base for San Francisco. By the time I got organized, word was spreading around that as soon as we got to the main gate, everyone was being tagged with MP duty. This I wanted no part of. Consequently, I stayed on the base and heard about the escapades of those who did get to the big city,"

**SKD1/c Harry Frank, Swedesboro, New Jersey**

**Carrier Aircraft Service Unit Six (CASU 6)**

"I had swapped duty with another Signalman 2/c in July 1945. My being in the Flag Allowance - Commander Battleship Division Three embarked in USS IDAHO (BB-42,) Paul Shultz, being aboard USS PETER H> BURNETT (IX-104) anchored in Leyte Gulf, Philippines.

How could I forget that night??? As soon as it got dark, the duty Pharmacist came staggering up to the signal bridge yelling at the top of his lungs... **"THE WAR IS OVER!... THE WAR IS OVER!"** and carrying a can full of "Pink Lady." He said to me **"Flags... come here and take a slug of this stuff... it will make you jolly and crazy - like me!"** I had never in my life tasted that stuff, though I'd heard of it... 100% alcohol. I gulped a shot of it down, and from there on, I was hooked! I ended up 3 sheets to the wind that night. Heaved all over myself and any others in range. I was out of my senses for a long time as I recall. I have never touched the stuff again. Nothing like being half-dead and full drunk..."

**SMCS Dave Graham, USN (Ret.)**

**USS IDAHO (BB-42)**

**San Diego, California**



**Landing by US Naval Forces  
occupation Kyushu Is, Japan.**

## THE JERSEYMAN

### Japanese Surrender Celebrated On Board Battleship New Jersey - September 2, 2005

On September 2, 2005, the 60th anniversary of the formal surrender of Japan ending World War II, was celebrated on board the Battleship New Jersey. A ceremony was held on the forecastle and attended by an enthusiastic gathering of active duty military, Battleship New Jersey Volunteers, family members and guests. Proceedings commenced with welcoming remarks from Patricia Egan Jones, Co-chair, Home Port Alliance. And following Ms. Jones, Petty Officer Benjamin Green, U. S. Coast Guard, then introduced various representatives of the military services in attendance.



Three WW2 veterans and Volunteers of the Battleship New Jersey were the speakers featured. They were **LCDR Don Walker, USN 1942-1945**, speaking of his experience as a member of UDT #4 (underwater demolition team) clearing beaches on Guam and Saipan before the infantrymen could come ashore. Then, **Firecontrolman 3/c Richard Silvers, USN 1942-1945**, told of duty aboard **USS**

**South Dakota** when the enormous **Typhoon Cobra** seas claimed 3 US Destroyers, along with the memory of seeing the carrier **USS PRINCETON** hit by Kamikaze planes. **Sgt. James Ramentol, USMC 1940-1946**, told of serving with the Marine Detachment aboard **USS North Carolina**, and watching black smoke coming out of the deck on **USS WASP** as **NORTH CAROLINA** also took a torpedo. *"To me, the ship felt like it had jumped several feet out of the water when it was hit..."*

A salute from the ship's portside saluting cannon followed, to remember the 60 year end of the war. Attendees then were afforded an opportunity to tour the New Jersey Communications Center and experience radio communications between the Battleship New Jersey in Camden, and the Battleship Missouri in Hawaii. This was made possible courtesy of the many expert communication volunteers that make up the Battleship New Jersey Radio Club.

Musical entertainment was expertly provided by the BCMS Concert Band at periodic intervals. To add to the enjoyment of all, light refreshments were available throughout the afternoon on the port side of number one turret. The day's activities were helped along by delightful and brilliant sunshine.

Article contributed by:

**Volunteer Bob Whomsley**

Photos are courtesy of:

**Volunteer Jim Ramentol**



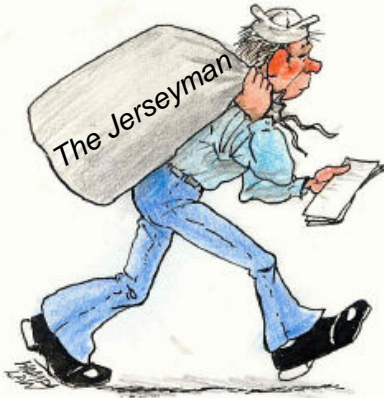
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## THE JERSEYMAN



### MAILCALL...

#### USS MISSOURI (BB-63) and "Boswell"

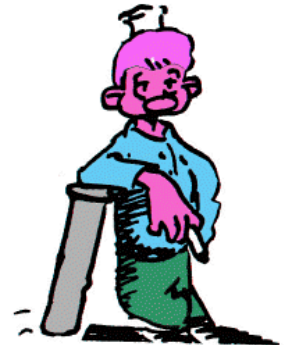
Submitted by Shipmate **Herb Fahr**  
 Corresponding Secretary, & Membership Chairman  
 USS MISSOURI Ass'n.

**"Presenting "BOSWELL" A Sailor Aboard the USS Missouri (BB-63) 1944-1945.** A newly published book, thirteen years in the making, collecting the cartoons of **Robert Kennealy** who

served aboard the **USS Missouri** during World War II. Over 160 cartoons featuring Boswell, a simple sailor who made his own rules, frustrated his petty officers and the officers with his wry humor and fine tuned the morale of his shipmates. The cartoons were eventually carried by the ship's newspaper, **The Missourian**, much to the delight of everyone aboard. Now after 60 years, this collection has been put together after very exhaustive research and rejuvenation. The coffee table sized book (8 1/2 x 11) is available direct from the publisher at pre-release publisher prices.

This book is a sure winner, not only for battleship sailors, but for any sailor who ever sailed aboard a US Navy ship."

**\$20.00 plus \$3.85 Priority Mail.**  
 Please contact Herb Fahr at:  
**MoBB63Mo@aol.com.**

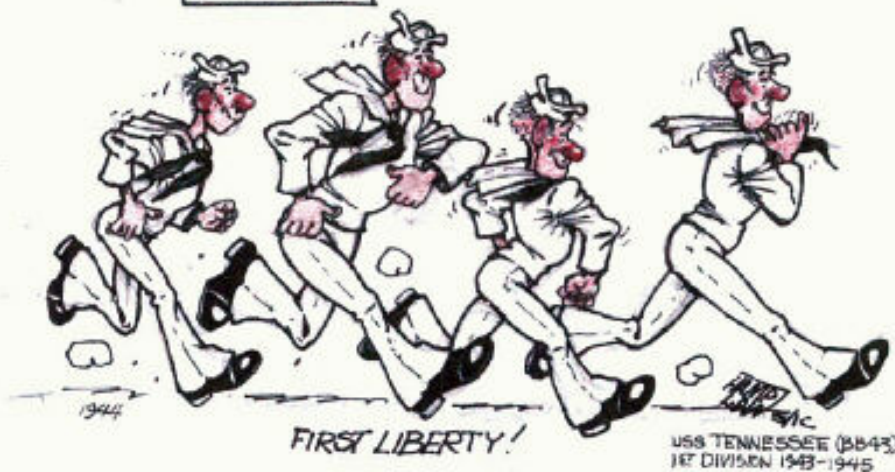


Hey Grandpa...  
 What did navy men  
 do on "Liberty?" ...  
 Well... uh, we kinda uh, went  
 to the movies n' stuff...

...Musta been  
 that last one.....

MAIN GATE  
 BREMERTON, WA

1000 Hours...



2200 hours...



## THE JERSEYMAN

### SHIP'S BELLS & ANCHOR PHOTOS - Thanks!

**USS BOISE (CL-47)**

SKC Mel Howard, USN/Ret.  
Philadelphia, Pennsylvania

**USS JOHN C. BUTLER (DE-339)**

F.F. Jeff Conley  
Bella Vista, Arkansas

**USS AARON WARD (DM-34) Anchor**

**USS SWIVEL (ARS-36) Anchor**

HTC Ron Reeves, USN/Ret.  
West Collingswood, New Jersey

**USS RANDOLPH (CV/CVA/CVS -15) Anchor**

CV-15 Ass'n Treasurer Sal Rizza  
Merritt Island, Florida

**USS PORTLAND (CA-33)**

Bob McDannold "Commodore Mac"  
Scottsdale, Arizona



### Has a female ever been assigned to the USS NEW JERSEY?

Yes, and she was **Lt(jg) Tracy Briggs**. Lt. Briggs was with the JAG, and served aboard for 2 weeks, but being under PCS (Permanent Change of Station) orders, it made her a bonafide member of the crew. "She carried out her duties accordingly, including a variety of watches - quarterdeck, bridge, combat engagement center, - engineering - both in port and underway. The transfer came about as part of the training program of the Judge Advocate General Corps, which required a period of shipboard duty for newly commissioned officers to familiarize them with the environment of others in the Navy that they will deal with."

Submitted by:

**BM1 (SW) Charles Brown, USN (Ret.)**  
**USS NEW JERSEY 1980's crewman**  
St. Louis, Missouri

SOURCE:

**USS NEW JERSEY** Public Affairs News Release dated 4 February 1988 by JO2 Roy Steinfeld.



"Lt.jg TRACY BRIGGS listens as LT.jg Jack Batten explains the many uses of the gyro-repeater on the bridge of **USS NEW JERSEY**." (US Navy Photo by PH2 Barry Orell)

### **COMBAT ACTION RIBBON...**

(For Navy/Marine details on applying for this retroactive award, please see *The Jerseyman* July 2005 issue.)

"Hi Tom,

I got my Combat Action Ribbon. That's all it is (like a campaign bar) from left to right, Red, Yellow, Blue white red stripes, yellow and dark blue. There is no medal associated with the ribbon. You can tell the shipmates to not send any of their original documents, just a copy of their discharge will do it. They just wanted to verify the time I spent in the Navy and on what ship.

If they want to know anything about any other medals or awards, they can contact:

(Bureau of Naval Personnel, Retired Records Branch, 9700 Page Ave., 5th Floor, St. Louis, MO 63132. "

**QM3/c Norman C. Benson**

**USS NEW JERSEY Crewman - World War 2**  
Lisle, Illinois

## UNITED STATES NAVY SHIP'S BELLS

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

### USS HOGA (YT-146)

#### USS HOGA (YT-146)

Displacement: 350 Tons

Length: 99.7 feet      Beam: 24.6 feet      Draft: 10.6 feet

Built entirely of welded steel, **USS HOGA**, was launched on December 31, 1940 and placed into service on May 22, 1941.

Coming under attack in Pearl Harbor on the morning of December 7, 1941, the HOGA acted to save ships that were caught in the Harbor. The vessel pulled the damaged ship **USS VESTAL** away from alongside the burning **USS ARIZONA**, and returned to fight the **USS ARIZONA** fires. **HOGA** then pushed the minelayer **USS OGLALA** into 1010 dock, and then assisted the burning **USS NEVADA** by fighting fires



National Archives photo  
USS HOGA fighting fires  
on USS NEVADA

and pushing the sinking vessel across channel to beach her.

This action prevented **USS NEVADA** from sinking inside the channel, which would have blocked access to the open sea. For its actions, **USS HOGA** was honored in February of 1942 with a commendation by **Admiral Chester A. Nimitz**.

Throughout the war, **HOGA** served as a harbor tug, and was rigged for firefighting at Pearl Harbor Naval Station until 1948, when it was finally taken out of Naval Service. On May 28, 1948, HOGA was then leased to the Port of Oakland, California. She was renamed **PORT OF OAKLAND**, and went into fireboat service on December 1, 1948, serving as the port's first fireboat. The tug's name was further changed to **CITY OF OAKLAND** in 1955.

In 1993, HOGA was retired and once again returned to the custody of the United States Navy. On July 28, 2005, the Under Secretary of the Navy transferred the historic, World War 2 Harbor tug HOGA to the city of North Little Rock, Arkansas for the Arkansas Inland Maritime Museum.

#### SOURCES:

Dictionary of American Naval Fighting Ships, (DANFS) Volume III (United States Navy, 1968) p. 342.  
DOD Public Affairs News Release No. 769-05 of July 28, 2005



Naval Historical Center **USS HOGA** bell photo contributed by:  
**Charles Jacobus, Auburndale, Florida**