



2nd Quarter
2006



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

THE JERSEYMAN



USS NEW JERSEY VIETNAM...



US Navy Photo
courtesy of
RADM J. E. Snyder, Jr., USN/Ret.

THE JERSEYMAN

Editor's Notes:

The Battleship Era...

With Congress having approved the striking of **USS IOWA** and **USS WISCONSIN** as reserve mobilization assets, the way is now clear for the last 2 IOWA-Class battleships to become museums. As a tribute to battleships in future issues, *The Jerseyman* is asking former battleship CO's, Naval Historians, and others to participate with their thoughts about our battleships, and we're hopeful that most will take us up on it. We have also asked our much appreciated cartoonist **Hamp Law - USS TENNESSEE (BB-43)**, to create a few new cartoons in tribute to those old "Battleship Days" ...stay tuned.

- USMC and Battleships...

In the March 1969 issue of "*U. S. Naval Institute Proceedings*" an article appeared that described well what the battleships have meant to our Marines. With the kind permission of "*Proceedings*," it is reprinted in this issue ...

- Korean War...

Once again, thanks to former **Photographers Mate 3/c John Hastings** of Appleton, Wisconsin, and Battleship New Jersey **Archives Manager Bob Walters**, we are including more of how John viewed the Korean War as a ship's photographer serving aboard **USS NEW JERSEY**.

- Boot camp...

When we recall boot camp days from the 1940's, 50's, and 60's, we might remember the leggings/cartridge belts, Springfield '03 dummy rifles, abandon ship drills off the high tower into the pool, and firefighting drills inside a concrete building doused with oil and set afire...

In 1953, while at NTC Bainbridge, Maryland, our company went into that burning building with rolling black smoke quite a few times before we finally satisfied our Company Commander that we were getting it right. And then after it was over, and with the company sitting on the ground coughing our lungs up, I'm not sure, but I think he then announced... "**OK, smoking lamp is lit!**" - and we probably did light up.

As we look back half a century ago to boot training as compared with today, even the service week we all remember so well is no longer a part of the drill. Recruits now attend a much shorter boot camp of only about 60 days, and with service week eliminated it saves about 60 hours for additional important training. Another 45 hours or so have been eliminated by avoiding "transit time" (marching/double-time,) between classes, and those repeated back and forth sprints across the long "grinders." Today, the Recruit Training Commands (RTC's) have self-contained barracks with their own classrooms and galleys. Nope, it's not anywhere near Grandpa's boot camp anymore...

So, to take one more fun look at those days long ago, we are asking to hear from our readers on what you might recall about your own boot camp days... Remember those seabag inspections and *clothes stops*? If you are interested, and would like to have one of those old clothes stops for your USN footlocker, check out Page 7.

NTC Bainbridge booklet cover photo courtesy of:
HMC Arline Caliger, USN/Ret.,
President, USNTC Bainbridge Association
 Harrison, Tennessee



THE JERSEYMAN

WELCOME TO THE WAR...

by Colonel R.D. Heini, Jr., U.S. Marine Corps (Ret.)



A graduate of Yale College, Colonel Heini entered the Marine Corps in 1937, and retired for physical disability in 1964. He was on duty at Pearl Harbor on 7 December 1941 and participated in the expedition to relieve Wake, and later in the South and Central Pacific Campaigns, where his final operation was Iwo Jima.

In the Korean War, he commanded the U.N. held East Coast Islands during 1952-1953. Between wars, Colonel Heini directed the Historical Branch, HQMC; commanded the Naval Gunfire Office School, MCS, Quantico; instructed at the School of Combined Operations, Fremington, North Devon, England; served as a planner at Marine Corps Headquarters; and was, from 1958 to 1963, Chief U. S. Naval Mission to Haiti. Besides writing and academic lecturing in 1967-1968, he was a consultant on advanced gun systems for Naval Ordnance Systems Command. Today he is Military Correspondent, *The Detroit News*.

The best and most important news for the Navy about the **USS New Jersey's** first day on the firing line, 30 September 1968, is that the world's only active battleship did a beautiful job.



For this writer and battleship sailor - (**USS Idaho**, 1936) - it was a moment of poignancy and excitement when the 16-inch turrets trained out to port and the right gun of Turret 2 fired the *New Jersey's* first shot in anger in this war. Fifty-four seconds later (it could have been 54 minutes to everyone in main battery control), in came the spot: "**Left 100 . . . Drop 300.**" Again that jolting crash and searing blast of hot powder smoke. "**Add 200 . . . Fire for Effect.**"

As the main battery rapped out thunderous two-gun salvos, never missing a buzzer, **Captain J. Edward Snyder** allowed himself a small smile. Out of sight of the press, in main battery control, the gunnery officer, **Commander Donald P. Roane**, grinned all over.

It had to be explained to the reporters that dropping a one-ton, 16-inch shell within a hundred yards of an unseen target 18 miles away, on the opening round, represented superb shooting.

Those few on board who could remember the way the old battleships were shooting in 1945 were reminded of the magnificent bombardment gunnery of the *Nevada*, the *West Virginia* or the *Mississippi*. In those days, the new fast battleships, such as the *New Jersey*, were scorned for their lick-and-a-promise shore bombardment gunnery, whereas the old battleships - the survivors of Pearl Harbor and victors of Surigao Strait - were champions of the Fleet.

Today - on this scowling, overcast, moist morning off the shore of North Vietnam the *New Jersey*, sleek, tough, and beautiful though she might be, had graduated. Now she herself was an old battleship, age 26, and she was shooting like one. However, as Benjamin Franklin supposedly said, though in a somewhat different context, "Many a good tune is played on an old fiddle."

How does a battleship look amid today's Seventh Fleet? She looks big and she looks good.

The spirit and morale displayed by all hands on board the *New Jersey* shows in every action by this happy ship and her people, but never more than in the toughest job of all - keeping this 56,000-ton battlewagon smart and bright and trim with about half the crew she was built for.

One officer remarked that when the design for the ship's shield was under consideration, somebody wondered if they shouldn't just slice it vertically and leave one-half showing, since she would have only half a crew. Numerically this may be so, but there is no ship in the Navy which in things that really matter - is more fully manned and ready. Doing his best with what he has, today's battleship sailor is clearly out to meet, if not surpass, the standards of his forebears.

During World War II, the *New Jersey* had a complement of 3,120 officers and men. Today, her allowance is 1,636. The main personnel reductions that account for this difference can be found in the removal of 124 40-mm. and 20-mm. anti-aircraft guns (the elimination of an entire battery, from magazines to directors); no flag allowance or personnel; automated messing; no aircraft organic to the ship; and, sadly, no Marines.

(Continued...)

THE JERSEYMAN

The New Jersey is the first battleship in the history of the Navy without a complement of Marines—an ominous precedent for future Navy-Marine relationships and an apparent sign of indifference to the oldest function of Marines, a function specifically spelled out in the National Security Act. A Marine detachment for the New Jersey could man another 5-inch mount from top to bottom, while on board this ship whose primary mission will be shore bombardment, much in support of Marines - a Marine officer would be the obvious troop representative in main battery control, and gunfire-support adviser to the gunnery officer in attack of shore targets (a system the British have followed for years)

It took ten months to bring the New Jersey back to life at the Philadelphia Navy Yard. The cost was \$21.5 million. To put this sum into perspective, it might be pointed out that every time we drop a bomb on a defended target, we expose a 3-million-dollar airplane and a million-dollar pilot to some of the world's most vicious flak and SAMs. All the anti-aircraft weapons made in Moscow are powerless to deflect a 16-inch projectile or hurt the man who fired it. In other words, the cost of the New Jersey to the taxpayers is less than that of six combat aircraft. Between the day in April 1967 when the New York Times broke the news of the battleship's return, and 30 September 1968, when she went on line, the total of U. S. aircraft lost over North Vietnam, rose from 600 to 900—in other words, about one billion dollars' worth of planes and pilots lost in the attack of targets, hundreds of which would have been in easy range of a battleship's 23-mile guns. Another yardstick with which to compare the New Jersey's reactivation cost is that it represents the approximate price tag of 21 strikes by B-52 bombers.

What did the New Jersey's activation entail? The main battery and all 5-inch mounts have been activated, as have some but not all directors. There has been some modernization in the plotting room and other fire-control gear. Much new communication-electronic equipment can be seen. Unfortunately, this does not include the communications for flagship duty.

None of the battleship's splendid flag accommodations—once those of such fighters as Halsey and Spruance—have been activated. This chilly decision to paper over traditions the Navy ought to hold glorious reinforces an impression of intent in some quarters to treat the battleship as a poor relation. It is only a hunch, but my feeling is that the hyper-stringent cost controls on the New Jersey's reactivation, the fierce personnel economies, the pointed omission of Marine guard and band, the renunciation of obvious flagship capabilities, may have stemmed at least in part from emotional rather than wholly quantifiable judgments.

Poor relation or not, the New Jersey is every inch a lady. It is in poverty that quality really shows. Her strength and solidity show, too. I had talked about this with **Admiral J. S. McCain** a few days earlier, and he had reminded me that the New Jersey had been built to slug it out with the Yamato and the Musashi, Japan's super-battleships, and to withstand eight torpedo hits on one side and absorb Japanese 18-inch salvos. "New Jersey is unsinkable!" were his words.

I thought of Admiral McCain when word came in that we were being tracked by enemy fire-control radar from the dimly visible shoreline. One gun flash was seen, but there was no shell-spout near us. Perhaps this was just as well for the enemy gunners. Turret 3 was waiting for them.

This report began with an example of the New Jersey's gunnery. While she was conducting fire, I made it my business to spend time in plot, CIC, and, of course, much time in main battery control. In terms of gunnery proficiency, I doubt seriously that there is a better large ship in the Navy today. Moreover, as a beginner, the New Jersey has no way to go but up.

Observation for her initial mission, in general support of the 3d Marine Division, was conducted by a Marine A-4 specially configured for high-performance air spotting (operating in much the same role as World War II's superlative VOF, or "observation fighter" spotters).

About mid-morning, when things were clearly going well, the A-4, despite many regulations against such cockiness, buzzed the battleship at well below masthead level and very close to the speed of sound. As the spotter whooshed by, he transmitted the message **"Welcome to the war."**

Welcome she is—and nowhere more so than among the leatherneck guardians of the DMZ. It's easy for Marines on the beach to become addicted to battlewagons. I know.

(Reprinted from "Proceedings" with permission. Copyright © 1969 U.S. Naval Institute/www.usni.org.)

THE JERSEYMAN

VIETNAM

The following excerpts are from (*Operational Experience of Fast Battleships; World War II, Korea, Vietnam* - pp 196/197, and from the **USS NEW JERSEY** Command History submitted to the Director of Naval History (OP-09B9, Encl: 2, page 10,) dated 17 Dec 1969. Declassified 23 April 1980.

“NEW JERSEY remained on station until 0600 1 April (1969) , finishing the deployment where she had begun it more than six months earlier. The last observed mission was fired on the evening of 31 March against an enemy bunker complex three-and-one-half miles northeast of Con Thien. The aerial observer reported seven bunkers destroyed. An additional 50 rounds of main battery and 815 rounds of secondary battery were fired unobserved that night.”



“This brought the total ordnance expended to nearly 12,000,000 pounds... total rounds expended were 5,866 16-Inch, and 14,891 five inch. Main battery rounds expended during NEW JERSEY’s deployment to Vietnam were only 1,500 short of the total she fired in World War II, two cruises to Korea, and several midshipman cruises.”

US Navy Photo courtesy of
RADM J. Edward Snyder, Jr., USN (Ret.)

“It is worthy to note that NEW JERSEY accomplished all this with a crew one-half the size of her World War II complement. But then too, one must remember that she was served, not by ordinary men, but by NEW JERSEYMEN. As Captain Snyder remarked; ***“The men on today’s NEW JERSEY are not afraid to experiment, to innovate, to reject old and begin new traditions. They are linked to their heritage yet not chained to the past. They are younger, better educated, and more individualistic than the men I knew as a Junior Officer on the Battleship PENNSYLVANIA 25 years ago. The NEW JERSEY crew is undoubtedly the finest and most professional group of men with which I have ever had the privilege of serving.”***”

GUN DAMAGE ASSESSMENT, (1968 -1969 Combined)

MAIN BATTERY

Structures destroyed - 439
Structures damaged - 259
Bunkers destroyed - 596
Bunkers damaged - 250
Artillery sites neutralized - 19
Automatic weapons, AA, and mortar sites silenced - 35
Secondary explosions - 130
Roads interdicted - 26
Meters of trenchline rendered unusable - 1,925
Cave and tunnel complexes destroyed - 75
Enemy killed in action (confirmed) - 136
Enemy killed in action (probable) - 17
Troop movements stopped - 12

SECONDARY BATTERY

Structures destroyed - 56
Structures damaged - 92
Bunkers destroyed - 59
Bunkers damaged - 73
Artillery sites neutralized - 2
Mortar sites silenced - 6
Waterborne Logistic Craft (WBLC) destroyed (Sea Dragon) - 9
Secondary explosions - 46
Enemy killed in action (confirmed) - 10
Enemy killed in action (probable) - 7

THE JERSEYMAN

VIETNAM



US Navy Photo courtesy of
RADM J. Edward Snyder, Jr., USN (Ret.)

*"Sign on, young man, and sail with me.
 The stature of our homeland is no more than the measure of ourselves.
 Our job is to keep her free.
 Our job is to keep the torch of freedom burning for all.
 To this solemn purpose we call on the young, the brave, the strong, and the free.
 Heed my call. Come to the sea. Come sail with me."
 ~ John Paul Jones ~*

THE JERSEYMAN - 2005...

An annual set of *The Jerseyman* for 2005, is now available on CD from the Naval Historical Center, Operational Archives.

CD's may be ordered by sending a \$10 check to cover reproduction and shipping, and made out to: **"Department of the Navy."** Other annual CD's of *The Jerseyman* are also available for the years 2002, 2003, and 2004. A separate \$10 check is required for each year.

Please send your requests marked **"Attention: The Jerseyman 2005"** to:

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

THE JERSEYMAN



MAIL CALL... WORLD WAR 2

Boston Harbor Degaussing Station - 1946

"These photos were taken in 1946. At Boston, there are two harbors, the Inner Harbor and Outer Harbor. The Degaussing station was at the beginning of the inner harbor, and sits right across the channel from Boston's Logan Airport.

The degaussing system was used in protection of magnetic mines planted off-shore, sort of anchored or free-floating. Attracted by the magnetic field of a ship, it would seek the ship due to it's magnetic field.



USS North Carolina BB-55

USS FALL RIVER CA-131



There is small oblong tubing planted into the ground. Two bars inside, one vertical, the other at a bit of diagonal. As the ship would pass the first bar on entry, we would call out "MARK" to civilian engineers inside. When the stern reached the same bar, "MARK" was called out again, with a bank of electronic meters making the readings. When the ship left port, the opposite readings from left to right on the bars were made. With quick calculations, we would signal to the ship to make settings on their equipment to neutralize the magnetic field.

The reason for taking readings in and out bound was for proper settings to maximize the ship's protection. Due to the fact that they may have unloaded, or loaded more steel, equipment etc... on board. This would change the readings for that ship. Special equipment was installed which included heavy cable on the inner hull, at water line level, and below. It was good duty for a couple of months. We had to drive down the other side of the fort to a floating barge to do your wash, while "Cookie" cooked up what we wanted... no daily menus to speak of..."

SM1 Peter E. "Flags" Karetka, Chicopee, Massachusetts
USS HUGHES (DD-410) - Battle of Midway...

BOOT CAMP DAYS...

Q. What's a clothes stop?

A. A clothes stop is a small diameter cord (small stuff,) about 12 inches long with metal ends to keep the cord from fraying. This short cord was used to tie laundry to a clothes line or other suitable object for drying. Every recruit was issued a length of clothes stops in boot camp instead of clothes pins. (Clothes stops were discontinued at all navy boot camps in 1973, and were replaced with washing machines and dryers.)

With thanks to retired **Senior Chief Gunners Mate Mike Murphy** of Panama City, Florida, *The Jerseyman* recently received about 200 old "clothes stops" left over from Mike's days as a boot camp Company Commander at Great Lakes. For those of us from the way-back-when "Old Navy," these clothes stops rolled our uniforms, were handy for practicing knots, and helped stuff the seabags so full you could hardly lift them.

If anyone out there would like to have one of these clothes stops to add to your navy collection of "old stuff," just send us a self-addressed, stamped envelope. We'll be happy to send them out for as long as they last - first come, first served. **Senior Chief Murphy**, who served in **USS NEW JERSEY** during Vietnam, also took **Archives Manager Bob Walters** up on his request for artifacts in the last issue. He donated a huge scrapbook with newspaper clippings about **NEW JERSEY**, compiled and saved by his wife Susan throughout the Vietnam tour. The first of the clippings is from 1967, and the last is dated September 1969... plus original POD's and Familygrams... thanks Mike!

Although it's not required, please send along a note about your own boot camp days with the request for one of these clothes stops. If we get enough responses, we might be able to run an issue about the old boot camps at Bainbridge, Great Lakes, San Diego, Farragut etc..., and we'd like to include your favorite boot story. Don't forget to include an email address, and send to me at:

Tom Helvig
68 Boothby Drive
Mt. Laurel, NJ 08054



NTC San Diego...

THE JERSEYMAN

THE BATTLE OF MIDWAY...



In early June of 1942, and barely 6 months after the Dec 7, 1941 Japanese sneak attack at Pearl Harbor, the US Navy turned the tide of the Pacific just a few hundred miles northeast of Midway Island. In June of 2006 it will mark 64 years since the Battle of Midway.

During those fateful days, five destroyers: **USS HAMMANN, USS HUGHES, USS MORRIS, USS ANDERSON**, and **USS RUSSELL** were assigned to TF-17 under Admiral Jack Fletcher. **SM1 Peter E. "Flags" Karetka**, whose story of the Boston Harbor Degaussing Station is found on the previous page, served aboard **USS HUGHES (DD-410.)** His ship and crew are among those honored by this monument on Midway Island.

February 2006 - a Midway Island update...

Mike Daak worked on Midway as a Communications Manager for 3 tours on the island, and covering more than 11 years of service. Thanks to Mike, we have received photos of many monuments that sit alone today on the island in silent tribute to those that fought the Battle of Midway. Sadly, the Midway of today is nearly deserted. This note was sent to us by Mike, along with the memorial photos.

"I was able to visit the island in July of 2005 for one full day. I took 652 pictures of the island that day and was truly saddened to see how much it has been allowed to decay. We're paying huge amounts of money for only about 25 employees to care for the entire island while the visitor program remains closed to the general public. Many of the buildings have been marked as "Abandoned", including the galley and both BEQ's on either side of the galley, and even the main hangar building is scheduled to be abandoned.



The Fish and Wildlife Service has stated that they have a bulldozer ordered and expect it to arrive in June or July of 2006. They have also said that they are planning to bulldoze the abandoned buildings. All but 3 of the two-story homes are empty, with no plans for any further maintenance. The goal appears to be to completely return the island to it's natural state. The Fish and Wildlife Service states that they have no further plans to host a visitor program, which in my view, would lessen the burden of our taxpayer dollars to support the island."

Mike Daak
Hilo, Hawaii

THE JERSEYMAN

THE BATTLE OF MIDWAY...

The First Offensive shots fired after Pearl Harbor...

"I read the last Jerseyman and without doubt it is the best military newsletter that I have ever had the pleasure to read. It is simply excellent, and I sent this issue to my Marine friend that was assigned to the Marine detachment in **USS IDAHO 1939-41**. He was one of several sea duty marines that were taken from the fleet and placed in the new Defense Battalions being built up to defend Wake, Midway, Johnson Is., and American Samoa. We got the old 5"/51 guns that had just been removed from the Battleships, and Cruisers in favor of the dual purpose 5"/38. Marines manned a couple of the 5" guns aboard any fleet vessel that had a marine detachment, which were Carriers, Battleships, and Cruisers light and heavy. My friend had the pleasure of pressing the firing trigger on the 5"/51 that fired at the two IJN destroyers on 7Dec41 at Midway Island. Almost certainly, and with little doubt, the first offensive shots fired against the Japanese following the attack on Pearl Harbor were fired from "B" Battery, 5", 6th Defense Battalion, at Midway Island, 2125 Honolulu Time, on 7 Dec 41, and I will try to get him to write you the story..."

I knew about the Lt. George Cannon monument, but have no details.

Yes, I can say that I knew him, slightly. He was Machine Group officer, and I was in 5" artillery. We did cross paths over the 8 or so months of 1941. A very nice man, and a handsome Marine. On Friday, Dec 5th I caught the Island security guard, and Lt Cannon was then Officer of the Day (24 Hrs.) I had the "dock" watch 4 to 8, and a cargo ship was at the dock unloading, with the Pan Am Philippine Clipper arriving shortly after 1600. I watched the small group disembark and go to the Pan am hotel. Ditto, early the next morning, the 6th, as they departed for Wake Island. Lt Cannon did inspect me at my post on Friday evening. And, as you know he died at his command post in the Power House, and that was the safest building on the island.

By the old steel helmets in this photo, I would bet it was the 6th Def Bn., arriving on Midway in September of 41. No other unit came in after that date as a unit wearing the old helmets. When we arrived in August and September, there were submariners coming in and staying at the dock off and on all during the Fall months prior to the war. The SAILFISH was one of the boats."

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



1st Lt. Cannon, Battery Commander of Battery H, 6th Defense Battalion, Fleet Marine Force, U.S. Marine Corps, was at his command post when he was mortally wounded by enemy shellfire. He refused to be evacuated from his post until after his men, who had been wounded by the same shell, were evacuated, and directed the reorganization of his command post until forcibly removed. As a result of his utter disregard of his own condition he died from loss of blood.

Citation: "For distinguished conduct in the line of his profession, extraordinary courage and disregard of his own condition during the bombardment of Sand Island, Midway Islands, by Japanese forces on 7 December 1941, 1st Lt. Cannon was awarded the Congressional MEDAL OF HONOR."



On May 29th, 1947, the first graduation of Midway's elementary school took place, and in September of 1956, Midway's dependent school was named **George H. Cannon** in honor of Midway's war hero, **1st Lt. George H. Cannon, USMC**. The High School held it's first graduation on June 3rd, 1959.

Source:

**The George Cannon Alumni Group,
Past Resident's of Midway Island**

THE JERSEYMAN

MAIL CALL... WORLD WAR 2

From a World War 2 Bugler...

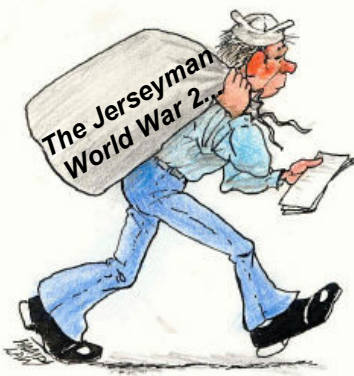
"December 24, 2005 - I just received my copy of *The Jerseyman*, and got a kick out of the story of the two buglers. I was a bugler in **USS MISSISSIPPI (BB-41)** from 1941 to 1944. We were a sister ship to the **IDAHO** and the **NEW MEXICO**.

In 1943, we had been up in the Aleutians for nine months without seeing one dame! The word got to us on the 4-8 watch that we had received orders to go back to San Francisco, so we were the first to know the news. At reveille time, I talked the boot Ensign into letting me blow a jazzy version of the wake-up call. He agreed

and I did it with all the circuits open. Our officers and men woke up smiling, especially when they were told why. However, the Chief of the Music Division came on deck yelling and screaming, and the boot Ensign shut him up real fast. What a fan club I had after that!

It's also strange that your bugler wrote that it was a "Tucker" who helped him learn to do it right. That Tucker was no relation to me, but it was a Tucker! I don't blow the bugle in public anymore, but for my grandchildren and friends, I can still blow calls from the past..."

Edwin M. Tucker
USS MISSISSIPPI (BB-41)
 Lake Worth, Florida



THE JERSEYMAN



MAIL CALL... KOREAN WAR

The Korean War aboard a Minesweeper...

"My name is Marty Strauss, and I was a RM3/c on the **USS Defense AM-317**. I have a story to relate while we were in Korea operating in Wonsan Harbor at the same time that **USS NEW JERSEY** was there. My boss, the leading radioman, along with myself and one other radioman, were called to a briefing conference aboard New Jersey for some upcoming operation, and we were to pick up codes and some other information. As you might guess, the dress code on a minesweeper was to say the least, nowhere near what they are expected to be on the battleships. When we got aboard, the Marine guard clearly pointed that out to us and told us to either square away or get tossed in the brig. They did allow our leading

Radioman to stay with me, but the other Radioman, shall we say -- got off the ship in one helluva hurry.

Also, as we operated a mile or two off the coast, and sometimes closer, we could see the battleships firing from about 15 miles out, see the smoke, then hear that shell come over us like a freight train. What a sight for us little guys."

"To this day, I can't figure out why the Marines aboard **NEW JERSEY** were so upset with my appearance. Can you?"

RM3 Marty Strauss
USS DEFENSE (AM-317)
USS CARMICK (DMS-33)
 Hayward, California



USS DEFENSE (AM-317)



USS CHIEF (AM-318)
 our sister ship...

THE JERSEYMAN

A few more pages of photos and descriptions by
PH3 John Hastings during the Korean War...



**“USS MANCHESTER (CL-83)
 coming alongside to make a
 personnel change...”**



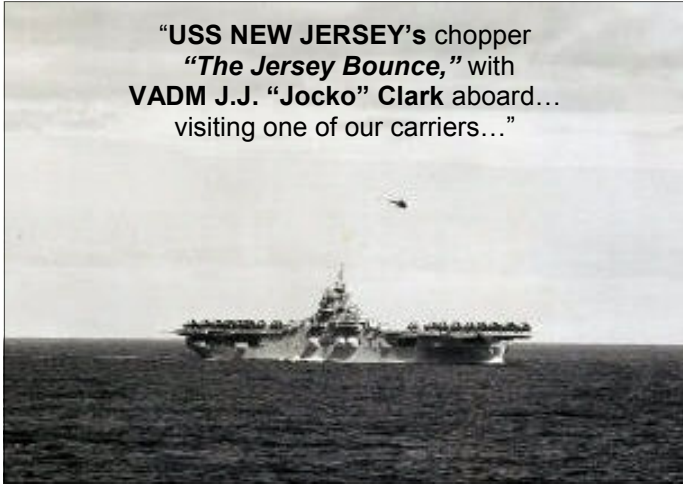
“USS LOS ANGELES (CA-135)”



“This early 1950’s photo shows that beautiful
 sweep of the deck toward the bow,
 and the always sharp looking teakwood deck...”

THE JERSEYMAN

"USS NEW JERSEY's chopper
"The Jersey Bounce," with
VADM J.J. "Jocko" Clark aboard...
visiting one of our carriers..."



"QM2 Roff Grimes - USS NEW JERSEY's
leading helmsman. All of our Captain's
made sure he was at the helm whenever
we were entering or leaving port..."



"USS NEW JERSEY N-Div sailors
photographed with Actress Betty Hutton
at the Royal Hawaiian Hotel - 1953."



"USS SHIELDS (DD-596) off the coast of Korea..."

THE JERSEYMAN



“This incoming round was a greeting from the North Koreans in Wonsan Harbor.

Luckily, it fell far short...”

“Mount #17 Quad 40mm practice firing... note the ammo service clips hanging at the sides of the gun tub...”



“The date of this photo was May 23, 1953.
- Inchon, Korea...”

Lt. Claude R. Kirk, Jr., USMC, CO of the Marine Detachment, escorts **President Syngman Rhee** of South Korea, and **Captain C. L. Melson, Commanding Officer, USS NEW JERSEY**, as the crew mans the rails...

14 years later, **Captain Claude R. Kirk, Jr., USMC**, served as Governor of Florida, 1967-1971.”

THE JERSEYMAN



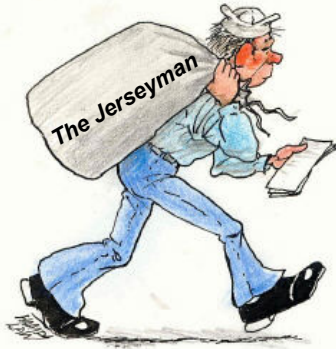
Four of PH3 John Hasting's classic Korean war photos showing **USS ST. Paul (CA-73)** in highline transfer with **NEW JERSEY** in heavy seas.

"Line Handlers are huddled against Turret #1... as the handlers, and Turret #1 soon disappear under an avalanche of cold, solid water. Some handlers were knocked down, and all were absolutely drenched..."



"On top of Turret #2, three sailors have been fighting the heaving and slippery highline. Their job over, they lie there and watch their shipmates hauling hard on the Bosun's chair and the wildly swinging passenger. He made it safely across..."





THE JERSEYMAN

NEWS YOU CAN USE...

Many in need don't get a deserved VA Pension...

An estimated 2 million impoverished veterans and their widows are not receiving the VA pension they deserve because they do not know about it. The Department of Veterans Affairs has had limited success in getting the information to them. Veterans, their widows, and other dependents may be eligible for the Department of Veterans Affairs pension if they meet certain requirements: (1) the veteran must have served during a time of war, even if not in combat; (2) they must be either permanently disabled or 65 or older; (3) their incomes must fall under a certain level. Widows of veterans can also apply.

If you are a veteran and think you may qualify for the benefit, or the Widow of a veteran, you can call the VA at **800-827-1000** for more information:

(Source: Military.com - online report to Veterans...)

How to Request Military Service Records or Prove Military Service...

Military personnel records can be used for proving military service, or as a valuable tool in genealogical research.

Most veterans or next-of-kin can obtain free copies of their DD Form 214 (Report of Separation,) and other military and medical records. This link has all of the details...

<http://www.archives.gov/veterans/military-service-records/get-service-records.html>

The Navy Log Offered Free to Sea Service Members, Veterans

(Release Date: 1/14/2006) WASHINGTON (NNS) --

Now through the end of July 2006, all members and veterans of the Sea Services, active duty and reservists, are able to enroll in the U.S. Navy Memorial's Navy Log without charge and without any obligation.

The U.S. Navy Memorial, located on Pennsylvania Avenue, in Washington, D.C., is a national memorial that honors those who served, and are serving, in America's Sea Services – Navy, Marine Corps, Coast Guard and Merchant Marine, but the heart of the U.S. Navy Memorial is the Navy Log.

"The Navy Log is the heart and soul of the Navy Memorial because it represents people not hardware," said **Retired Master Chief Navy Counselor (SW) David Michael**, the director of the Navy Log. "They are the backbone of the Navy. The Navy is people, not ships and aircraft."

The Navy Log is the permanent public registry where Sea Service members and veterans can record their service information – name, duty stations, awards, photos and memories. Family members and friends can record service information for veterans who are deceased or those who are unable to record their own information.

The Navy Log may be viewed at the U.S. Navy Memorial, or via the Internet at www.lonesailor.org. The goal of the Memorial is to record the service history of all eligible uniformed individuals and veterans.

"The real reason to enroll in the Navy Log is to show Navy pride and to record your service for history," said Michael.

To enroll your information or to enroll family members simply enter the appropriate information at www.lonesailor.org. If you have any questions, please contact the Navy Log Department of the **U.S. Navy Memorial, at 1-800-NAVY LOG (1-800-628-9564)**.



THE JERSEYMAN

From the Battleship New Jersey Radio Room...

"With the words *"let's hear more from the battleship,"* **Bill McArthur, KC5ACR** made the last day of 2005 a very special day for us in the Battleship New Jersey's **NJ2BB** hamshack!

For those who don't know that name, Bill McArthur is the Commander of the International Space Station. That's right, at 21:42 UTC on Dec 31, 2005, in the last month, the last week, the last day of 2005 we can say "YES!!"

Of course, we have to be honest, we had been calling **NA1SS** for several minutes and just before the ISS went out of range we heard those words, *"Let's hear more from the battleship..."* As **Dave Burgess, WA2TVS**, answered him we watched INSTATRAK show our window of reception opportunity end. As we waited for his acknowledgement, all we heard was ...nothing. So we are not sure we can

call it an official contact but it was enough to make this New Years Eve very special. At least we do know that the Battleship New Jersey was heard aboard the International Space Station...

By now most are aware of the International Space Station orbiting some 200 miles above our heads. However, most folks do not know that NASA actively promotes an interest in using Amateur Radio for the ISS crews. By requesting, not requiring, that the Astronauts obtain a Ham license, the ISS team can use Amateur Radio as a way of communicating with students in their classrooms for a Q & A period lasting no more than 10 minutes. The 10 minute limit is based on that little known law of physics that states in so many words, "When traveling at 17,000 miles per hours you don't stay put for long". So by using Amateur Radio on the International Space Station, hundreds of youngsters around the world have had the opportunity to speak with a member of the ISS crew from outer space.

In what spare time there is aboard the ISS, the crew sometimes powers up the Ham gear for casual conversation with whoever is listening below them. It was during one of their casual times that I was able to make that very short contact with **Commander Bill McArthur, KC5ACR**, on New Years Eve. And on the following weekend, a second contact with the ISS was made, this time by Margaret Burgess, and it was definitely a contact success. So, if you have a public service scanner, and can tune it to 145.800 MHz, turn the squelch down and go about your chores. At the most unexpected time you may hear **NA1SS** in contact with some earth bound soul, and it may even be one of us aboard Battleship New Jersey at **NJ2BB!**"

Article submitted by:

Dave Burgess, WA2TVS, Chief Engineer of BNJARS
and **Margaret Burgess, KB2BRR, QSL Manager for BNJARS**
Barnegat, New Jersey

(**BNJARS** is a separate, non-profit organization affiliated with, but independent of local Delaware Valley radio clubs and the Home Port Alliance. It is open to any interested individual, especially local veterans who served in **USS New Jersey** or other battleships. An amateur radio license is not required.)

For more information, please check out our **BNJARS** website at www.nj2bb.org.



"QSL" cards are sent between stations and confirms a recent contact. We are very proud of adding this one from the ISS!"

Senility Prayer

God grant me the Senility
to forget the people I never liked anyway,
the good fortune to run into the ones I do,
and the eyesight to tell the difference...

THE JERSEYMAN

Battleship New Jersey Radar re-installed...

December 27, 2005 - Because NEW JERSEY's TACAN Antenna and Radar may have met with the Walt Whitman Bridge on the way up the Delaware river, they had to be removed. The TACAN had been replaced long ago, but since that last trip upriver in 1999, the **AN/SPS-49** Very Long Range Air Surveillance Radar sat by the ship, waiting for an appropriate time (and helicopter,) to do the job. Thanks to these photos submitted by **Volunteer Gene Furmanski** of the Battleship New Jersey Amateur Radio Station (BNJARS,) *The Jerseyman* can share this difficult replacement event with our readers. The AN/SPS-49 weighs more than a ton...



Disclaimer:

The Jerseyman is an independent online news magazine, and produced as a keepsake journal for Battleship New Jersey museum volunteers, former crewmen of **USS NEW JERSEY**, and our readers. *The Jerseyman* is not sold, no subscriptions are available, and all credited photos, cartoons and stories are the property of their authors.

Whenever possible, *The Jerseyman* requests permission, properly credits, and identifies the source of photographs, stories, or quotations. If crediting errors, or any possible copyright infringements are found, please let us know and corrections will be made.

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

62 Battleship Place
Camden, NJ 08103

email: TheHvig@aol.com © 2006 All Rights Reserved

THE JERSEYMAN



SHIP'S BELLS



USS IOWA (BB-61)

Bell photo submitted by:

Jerry Gneckow

President, Veterans Association of the USS IOWA

Captain Gerald E. Gneckow, USN/Ret.

Is a former CO of **USS IOWA** - April 1984 to April 1986



USS BOWFIN (SS-287)

Honolulu, Hawaii

Bell photo submitted by:

CDR Al Broch, USNR

Auburn, Washington

US NAVY SHIP'S BELL PHOTOS WANTED...

To date, *The Jerseyman* has logged approximately 160 bell photos in tribute to our US Navy ships, past and present. We ask your continuing help to keep the effort going. If you live anywhere near one of the 150 or so Naval Historic ships located around the country, we ask that you please remember your camera at your next visit. Many thanks...

THE JERSEYMAN

THE VOLUNTEERS...



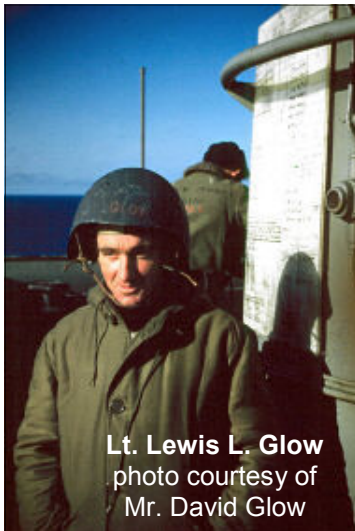
Docent Warren Mattson
Forked River, NJ

"The photo on the right was of me in 1953 at Quonset Pt., R.I., and the plane is a "Jig Dog," the Navy's version of a B-26. The Squadron I was in at the time was VU2, a Utility Squadron. So it was only a short 53 years ago, that I was once a PR3 (parachute rigger.) I enlisted in the USNR at Trenton, NJ. in 1947, and was called to active duty from Feb 1951 - Dec 1954.

I began volunteering as a docent aboard NEW JERSEY in June 2002. I did not begin as a volunteer working on the ship's restoration. I got interested and involved when our Trenton Cyrus Lodge #5 had a fund raising affair for the ship soon after it was moved to the



Broadway Terminal. The plaque hanging in the XO spaces was presented to the ship from the Masons, along with a donation of more than \$75,000. I guess there are really no special days that I volunteer... I attend whenever I can. It is about 60 miles each way from Forked River to the ship and it takes me between 1 to 1 1/2 hours of driving time. At first I was not too enthused about it, but after a while I started to really enjoy the operation, spending time with other docents, hearing their stories and jokes, and doing tours for visitors. Today I am proud to be part of this great ship and helping to keep her proud history alive..."



Lt. Lewis L. Glow
photo courtesy of
Mr. David Glow

From Battleship New Jersey Archives Manager Bob Walters...

"When artifacts are donated to the Battleship New Jersey archives, they must all be catalogued (Accessioned,) and sometimes converted into a format more convenient for future research or for display. Fifty year-old 35mm slides are a good example of what I mean.

In November of 2004, Battleship New Jersey archives received a large donation, with many boxes of black and white photographic prints, and 35mm slides from **Mr. David Glow** of Pepperell, Massachusetts. David Glow is the Nephew of **Lt. Lewis Glow**, who served aboard **USS NEW JERSEY** during WW2 and Korea. But these slides needed work to digitize them (and improve some badly faded colors,) for the ship's archives - this can be a very tedious, and very expensive job.

But when the time comes for converting these and other donated 35mm slides into a digitized form, **Andy Roppoli**, a volunteer since March of 2001, has readily taken on the job for us. With his help, literally thousands of slides have been digitized and are now available for future research using convenient computer CD's. It is hard finding words that adequately explain what he has done for the Battleship NEW JERSEY archives... so, we can only offer a very grateful **thank you Andy!**

We are also hoping that by describing donations such as this one made by the nephew of the late Lt. Lewis L. Glow, we might prompt others to consider making other donations. To make a donation, or to discuss how to go about it, please call me, or send an email to:

**Bob Walters, Artifacts Manager at (856) 966-1652 EXT 202,
or email to: b.walters@battleshipnewjersey.org**"

Received from **Mr. David Glow** of Pepperell, Massachusetts...

*"Lewis L. Glow was his full name. He served in both WW2 and Korea, and was also asked to return to naval service for Vietnam, but he declined. He was in his 50's then. He graduated from Massachusetts State, his graduate degree was from Norwich University in VT., and he was a Professor of Chemistry there until WW2. After midshipman's school in NY, he served aboard **USS ANTHONY (DD-515)** in 1943. After some shore duty, he then joined **BB-62** in 1944 and was "in charge" of one of the 16" turrets for most of the time, and through the post-war occupation of Japan. My Uncle Lewis Glow passed away on September 23, 1986 at age 70..."*



Vol. Andy Roppoli
Shamong, NJ

UNITED STATES NAVY SHIP'S BELLS

A Naval Heritage Tribute
by *The Jerseyman*

U.S. COAST GUARD



USCGC TANNEY (WHEC-37)



USCGC TANNEY

Displacement: 2,560 Tons
Length: 327 feet Beam: 41' 2" Draft: 15' 3"
Class: Secretary Cutter

USCGC Taney is one of seven Treasury/Secretary Class cutters built for the Coast Guard in the Mid-1930s. Home ported in Honolulu, Hawaii beginning in 1937, *Taney* was attached to Destroyer Division 80 in the summer of 1941 and was in action against Japanese planes during the Pearl Harbor Attack. Of the 101 US fighting ships present in Hawaiian waters on 7 December 1941, *Taney* is the only one afloat today. (Although not a "fighting ship," the Yard Tug **HOGA (YT-146)**,) is the other remaining ship from Pearl Harbor on Dec 7, 1941. Her story and bell were featured in the October 2005 issue of *The Jerseyman*.)

At sea for 80 of the first 90 days of war, *Taney* carried out anti-submarine patrols off Hawaii, and later served as a convoy escort in the Pacific through 1943. Following a major refit, the cutter was transferred to the Atlantic in 1944 where she escorted six convoys between the East Coast of the US and North Africa. On 20 April 1944, *Taney* helped fight off a German torpedo bomber attack on Convoy USG 38 off Algiers. Converted to an Amphibious Command Ship in 1945, she participated in the battle for Okinawa downing four Japanese Kamikazes and one "Betty" bomber.

Known as "The Queen of the Pacific," *Taney* was home ported in Alameda, CA, from 1946 to 1972 carrying out ocean weather patrol, law enforcement and search and rescue duties. During 1969-70, the cutter was assigned to Coast Guard Squadron III off South Vietnam where she helped interdict the flow of arms along the coast, fired over 3400 rounds of 5/38 ammunition in naval gunfire support missions, and provided medical assistance to over 5,000 South Vietnamese civilians.



Transferred to Little Creek, and later Portsmouth, VA, in 1972, *Taney* completed the last Coast Guard ocean weather patrol in 1977, and from 1977 to 1986 carried out search and rescue duties, training cruises for the Coast Guard Academy, and drug interdiction in the Caribbean. In one 1985 drug bust *Taney* seized a record 160 tons of marijuana.

Decommissioned on 7 December 1986, she is displayed in Baltimore's Inner Harbor along with **USS Torsk** and **Lightship 116**. **USCGC Taney** is a National Historic Landmark.

Source:

Historic Naval Ships Association Website
<http://www.hnsa.org>

Photos contributed by Battleship New Jersey Volunteer
Skip DeGlavina, Millville, New Jersey