



USS New Jersey Veterans, Inc.

“THE JERSEY BOUNCE”

VOLUME XXVII NO. 2

FALL 2012

WWW.USSNEWJERSEY.ORG

President: Steve Sheehan

News Editor: Nick Rasch



VIETNAM VETERANS MEMORIAL



Vietnam Veterans Memorial at Jacksonville, North Carolina

This Issue is Dedicated To Veterans Of The Vietnam Cruise (1968-1969)

The 26th reunion was held at the Crowne Plaza Hotel in Cherry Hill, New Jersey, August 8 - 12, 2012. The reunion was very well attended and provided members an opportunity to revisit the ship. Election of Officers was conducted at the business meeting.

In addition to the festivities associated with the reunion it provided an opportunity for our new officers to meet with the new CEO of the ship and newly elected Home Port Alliance 'Chairman of the Board.'

The new Turret 2 Tour was outstanding and highly appreciated by our members. This tour provided an insight that most veterans had never seen. Several of us were able to get down into the engine room and able to see the high and low pressure turbines, mix box, and drive shafts that made the ship go. A discussion erupted as to the possibility of an enemy torpedo penetrating into the engine room. We estimated that the inside bulkhead was approximately 17 feet inboard at the waterline therefore calculations indicated that it was highly improbable that an enemy torpedo could penetrate that distance.



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USS NEW JERSEY VETERANS, INC. OFFICERS

President / Director

Steve Sheehan
(215)887-7583
stevebb62@comcast.net

Vice President / Director

Bob Dingman
(603)528-4436
bdingman@metrocast.net

Secretary/Director

A.C. "Al" Smith
(540)943-2862
asmith1947@comcast.net

Treasurer/Director

John "Pete" Vance
(386)736-3231
jvance916@cfl.rr.com

Membership/Director

Garry Blaylock
(931)380-2158
garry.blaylock1@gmail.com

Master at Arms/Advisor

Ray Kehoe
(636)456-8776
rjk428@yahoo.com

Liaison/Director

Mark Babcock
(913)432-4462
mbabcock50@earthlink.net

Small Stores/Advisor

John "Pete" Vance
(386)736-3231
jvance916@cfl.rr.com

Web Master/Advisor

Ed Campbell
(707)428-5417
edcampbell@prodigy.net

News Editor/Advisor

Nick Rasch
(703)221-5239
triengr@aol.com

Veterans Affairs/Advisor

Mike Prime
(315)598-2037
bb62sailor13@aol.com

Reunion Coordinator

Joe DiMaria
(757)549-2178
joedimaria@msn.com

Seating Coordinator

Bill Myers
(402)676-0082
williamjmye@msn.com

Chaplin

Felix Bautista
(405)354-0404
fkhollyrollers-fk@yahoo.com

Legal Council

Vacant

ERA REPRESENTATIVE, ADVISOR

World War II

Robert Ross
(913)432-4462
mbabcock50@earthlink.net

Korean War

Jack Murphy
(913)432-4462
mbabcock50@earthlink.net

Viet Nam

Bill Meyers
(402)676-0082
williamjmye@msn.com

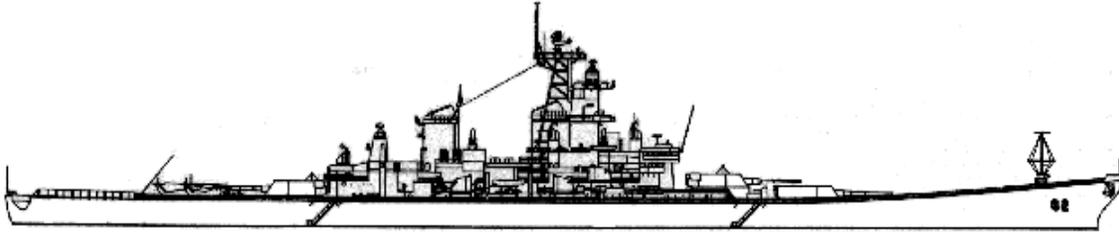
Lebanon/Persian Gulf

Danny Fielder
(601)892-6086
gulfstatesdanny@aol.com

In an effort to simplify communication the Directors have established a depository system. All correspondence should be sent to the following mailing address:

Mr. Steve Sheehan
1209 Cumberland Rd.
Abington, PA 19001

Scholarship guidelines, eligibility, and application information can be found on page 40.



USS NEW JERSEY VETERANS ORGANIZATION, INC.

27th ANNUAL REUNION

WHERE: Holiday Inn, Virginia Beach/Norfolk Hotel & Conference Center
5655 Greenwich Road
Virginia Beach, VA. 23462

WHEN: September 11, thru 15, 2013

RESERVATIONS: Call 1-800-567-3856 or 757-499-4400
Group Reservation

Mention the: USS NEW JERSEY REUNION

Special group rates available September 8 thru 18, 2013.

Handicapped rooms available.

Parking is free.

If a smoking room is required ask for 1st floor with outside door.

Reservations received after August 10, 2013 may not qualify for the group rate.

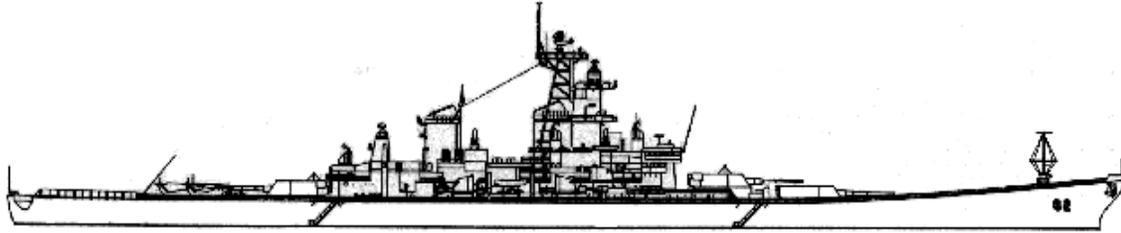
Cancellation Policy requires notification 72 hours prior to scheduled arrival.

COST: Rooms \$89.00 Plus taxes

Check In Time: 4:00 PM

Check Out Time: 12:00PM

Room Rate Includes Breakfast



USS NEW JERSEY VETERANS ORGANIZATION, INC.
GENERAL MEMBERSHIP MEETING 08-11-12

Meeting was opened by President Joe DiMaria at 0915.

Joe named the two scholarship recipients:

Ms. Katherine Bautista (granddaughter of Cliff Richardson) and Ms. Bailey Evans (granddaughter of Kenneth A. Hobbs).

Joe spoke about the cost of the breakfast. He explained that it is included in the cost of the room rate. If you don't stay at the reunion selected hotel you don't get the breakfast for free. The Reunion Committee worked hard to have that added to the contract.

Pete Vance gave the treasurer's report:

Income \$34,859.17
 Expenses \$19,952.31
 Assets as of 8-1-12, \$46,811.19

Steve Sheehan gave the membership report:

Started 895, loss 29, new members 22. Total 888

It was voted that St. Louis, MO. will be the site for 2014 reunion.

A committee was setup to look into putting a plaque in the US Naval Memorial in DC

A committee was setup to review the scholarship program.

Mike Prime was directed to investigate the feasibility of the organization using credit cards in the future.

Joe DiMaria talked about the 2013 reunion in Virginia Beach.

Room rate will be \$89 per night. This price includes breakfast. There is a possibility of having two tours.

The following new officer were elected for the next 4 year:

President:	Steve Sheehan	Vice President:	Bob Dingman
Secretary:	Al Smith	Treasurer:	Peter Vance
Membership:	Gary Blaylock	Liaison Officer:	Mark Babcock
Master at Arms	Ray Kehoe	Small Stores:	Peter Vance
Web Master:	Ed Campbell	News Editor:	Nick Rasch
Veterans Affairs:	Mike Prime		

The following new Era representatives officers were selected for the next 4 year:

WWII: Bob Ross **Korea:** Jack Murphy **Viet Nam:** William Myers **Lebanon/Persian:** Danny Fielder

The following new representatives officers were selected for the next 4 year:

Reunion Coordinator: Joe DiMaria **Chaplain:** Felix Bautista

Good of the Order

Mr. Phil Rowan (President & CEO, Battleship NJ) spoke about the future of the ship. It will stay in Camden. He

also discussed the Home Port Alliance and City of Camden future plans for the area adjacent to the ship. Plans sounded great. With the Good Lord willing and available resources this will be accomplished.

SYNOPSIS OF THE 26 th REUNION HELD AT THE CHERRY HILL CROWNE PLAZA (August 7 - 12, 2012)

WEDNESDAY EVENING

The Reunion started off in fine fashion with the Welcome Aboard Dinner which was very well attended. The dinner was a sit-down affair held in the Ballroom.

President, Joe DiMaria, opened the affair by delineating several highlighted trips scheduled for the following day. Unfortunately, the Gettysburg Tour, which was the one that I was scheduled to take departed the hotel at 0715. Yes, that is 7:15 AM. Apparently Joe forgot that we were on vacation.

When the dinner was over most attendees remained at the banquet hall getting reacquainted with old shipmates.

I was amazed to discover there were over 20 veterans from 'E' division covering many Eras. This didn't just happen it took a concentrated effort from members of 'E' division to attain such a fine turnout.

The reunion had been moved to early August in an effort to facilitate the Lebanon and Persian Gulf members. Yes, the move was successful as over 14 members from

to have breakfast. I was amazed to find almost everyone scheduled for the Gettysburg Tour were finishing breakfast. After a quick breakfast we hurried out to the awaiting Big Blue Starr Company bus. Mr. Mark Babcock supervised the operation and quickly had everyone aboard and away we went.

Traffic didn't help in making a two and a half hour trip an hour longer. The driver initially took us to the Gettysburg wax museum which depicted event from the initiation of the Civil War to the conclusion when General Lee surrendering to



Our Group at the Pennsylvania Monument on the Gettysburg Battlefield

Joe introduced Mr. Brian Summers, the Crowne Plaza manager and presented him with a Plaque Of Appreciation from the organization. The newly appointed chaplain Felix Bautista provided the opening prayer.

The dinner was great with excellent food and outstanding companionship. How could the Reunion begin any better, seeing old friends and shipmates that we haven't seen in over a year and in some cases many many years.

those Eras attended. This was very encouraging as veterans from these Eras will soon have to take the Control of the organization if it is to survive.

Some of us older statesmen/women had to depart before the Banquet Hall closed to prepare for the early Thursday morning breakfast.

THURSDAY MORNING

After getting up in the middle of the night Sylvia and I proceeded down

General Grant. We were then transported to the Gettysburg Welcome center. Several members visited the Welcome Center Museum while most of us had lunch in the cafeteria. We were provided adequate time for lunch and to visit the souvenir/book store.

Upon re-boarding the tour bus we noticed that a tour guide had also

boarded the bus. We then traveled through several highlight sections of the battlefield with the docent providing a running dissertation of the battle which was fought July 1 through 4 1853.

He explained that the battle was fought over several miles with the Southern force comprised of approximately 70,000 men and the Northern force of approximately 90,000.

Military experts have often wondered how or why General Lee with an inferior force in both men and equipment, in enemy territory, could possibly destroy the Northern Army. Could General Lee have been experiencing success mentality?

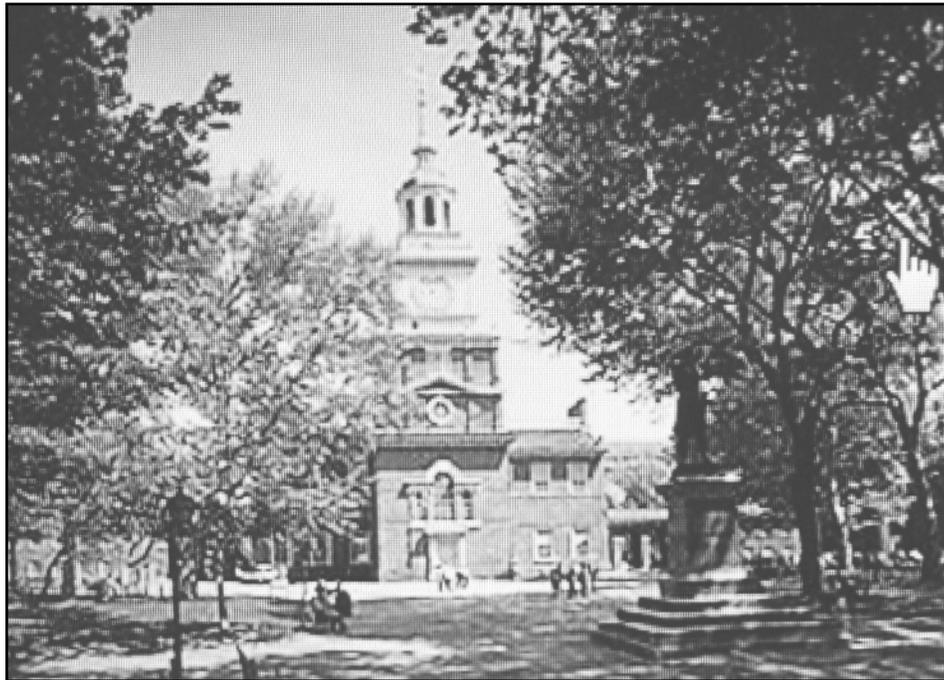
The first day the battle went very well for the Southern forces as they routed the Northern Forces, pushed through the town of Gettysburg and took over 4,000 prisoners. However, they made a fatal mistake by not taking command of the high ground (Little Round Top and Round Top) which at that time was unoccupied.

We all know the final outcome of the battle but the war continued for two more years.

We visited several monuments before returning to the Welcome Center to transfer to a different bus for the tour of the Eisenhower National Historic Site.

Several in the party were extremely disappointed with the Eisenhower Tour. General Eisenhower was a 5 star general in WW II and the 34th President of the United States. The tour was advertised as a working

farm but was in extremely poor repair. I questioned several Forest Rangers as to why the farm was in such poor state.



Independence Hall

They gave the standard government reply, 'Lack of Resources.'

We returned to the Visitor Center and boarded our original tour bus for the long trip back to the hotel. Shortly after getting onto the Pennsylvania Turnpike we were detoured off in the middle of nowhere. We were all glad that the driver was familiar with the area and able to take several shortcuts and get us back in a relatively short time. We arrived back at the hotel around 8:30 PM starved but safe. Long day but worth ever minute.

PHILADELPHIA TOUR

The Philadelphia tour was less exciting but the docent provided a running dissertation of the city as the driver navigated some of the narrowest streets in the city. Several of these streets and buildings were built in colonial times. The highlight of the tour was visiting the Liberty Bell, and Independence Hall. Several colonial churches were also

visited.

The tour climaxed with lunch on board the Misalou. This was a three mast schooner retrofitted as a restaurant. In addition, this is one of

the finest restaurants in the Philadelphia area. Understand that the food was excellent and the attendees were provided an excellent view of the *USS New Jersey* sitting silently across the Delaware River.

FRIDAY MORNING

After another great breakfast we boarded busses for the short trip to the ship.

The Memorial Service was held

on the fantail of the greatest battleship in the world. Mr. Joe DiMaria orchestrated the service with assistance from Mr. Joe Parambo and Chaplain Felix Bautista. Simultaneously with the start of the service the rain started. NO not just rain but over 1.5 inches of rain within 2 hours. At the conclusion of the Memorial Service the honorary wreath was then tossed into the Delaware River.



President Joe DiMaria Conducting the Memorial Service

Immediately after the Memorial Service a buffet lunch was served. This was a great improvement from the box lunches provided in the past.

After lunch the ship was open to all the veterans. Docents were provided to accompany us throughout the entire ship. Several of my old shipmates from 'K' Division rounded up 2 docents and we were off for the afternoon. First stop was the turret 2 tour followed by a visit to the open bridge, the chow hall, officers wardroom, crew sleeping compartments and yes a visit to the head. We noted that the main battery computer was in excellent working order. This was a mechanical, analogue computer built in the early 40ies and even with modern high speed Craig digital computers it could not be bested.

Our tour ended with last call finding us in the engine room. I was fascinated with the engine room, high and low pressure turbines, the mix box which converted this energy into power to drive the 24 inch shafts driving the propellers which makes the ship go.



Honorary Wreath Floating on the Delaware River



Members at the Memorial Service



Korean Veterans, Son and Grandson with a Ships Docent



Trace Carnuccio (Future Sailor) pulling the trigger for a main battery broadside (9 guns)

SATURDAY MORNING

After a quick breakfast we hustled off to the Banquet Hall for the annual business meeting. This meeting was special as the organization was going to elect new officers.

Mr. Joe DiMaria opened the meeting and introduced Mr. Phil Rowan, President and CEO of the USS New Jersey. Mr. Rowan explained that the state funded resources have been severely curtailed. The management of the ship has generated a new fiscal budget to coincide with this reduction in state support and Mr. Rowan is confident that the ship will be able to continue to operate within these new constraints. He explained that the annual electrical consumption is in excess of \$800,000. He is presently working with Mark Babcock in an effort to obtain new teak wood for the deck. This is a monumental project estimated to exceed 8 million dollars. At the conclusion of Mr. Rowan's talk the organization conducted the election of officers.

Unfortunately or fortunately, there was only one candidate for each office so the election was conducted in short order.



Members at the Business Meeting

The New Officers are as Follows:

President,
Steve Sheehan

Vice-President,
Bob Dingman

Secretary,
A. C. 'Al' Smith

Treasurer,
John, Pete Vance

Membership,
Garry Blaylock

Master at Arms,
Ray Kehoe

Liaison Officer,
Mark Babcock

Small Stores,
John, Pete, Vance

Web Master,
Ed. Campbell

News Editor,
Nick Rasch

Veterans Affairs
Mike Prime

Reunion Coordinator,
Joe DiMaria

Seating Coordinator
Bill Myers

Chaplain
Felix Bautista



Happy Sailor With His Flat Hat



Too Young to be in our Group !!!

Saturday Night Banquet

Prior to the start of the Banquet individual and group pictures were taken by a professional photographic organization, Price Perfect Photos, West Wareham, MA 02576.

The Banquet dinner was excellent and well served. I can assure that NO one was hungry after dinner. The DJ played music that us older statesmen and women could understand and enjoy. Music from the 40ies, 50ies, and 60ies.

Plaques were presented to the member that had traveled the greatest distance, the oldest member and youngest. The winner of the oldest was 92 years young and he looked like he was fifty.

Joe DiMaria presented a special plaque to Marilyn Esser in honor of her recently deceased husband. The Honorary Plaque was for the many years and dedication that Mr. Esser devoted to the organization. He had served as president for 8 years and reunion coordinator for unknown years. He was the catalyst that keep the organization intact. He seemed to know everything about everything and was glad to share this with us all.

Mr. Pete Vance conducted the 50/50 drawing.

The winners were as follows:

1. Louis Ritacco (Pennsylvania)
2. James Ussery (Oaklahoma)
3. Richard Malovich (FPO-AP)

Again none of the winners were present at the Banquet.

The Scholarship 50/50 winner was Mrs. Janine Houser.

Joe DiMaria made a special announcement. He stated that an anonymous person donated \$5000.00 to the Scholarship Fund for a special 'Dick Esser Scholarship.'

The evening was slowly drifting away. It was a great evening, great reunion and we thank the reunion committee for a great event.



Joe DiMaria presenting Marilyn Esser with the Honorary Plaque



Here is a Toast to Everyone



WW II Veterans and Their Ladies



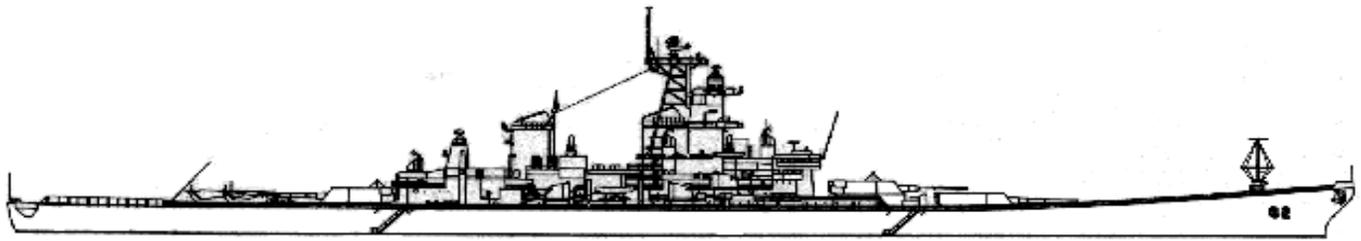
Members of the 1st and 2nd Korean Cruise and Their Ladies



Vietnam Veterans and Their Ladies



Lebanon and Persion Gulf Veterans and Their Ladies



MESSAGE FROM THE PRESIDENT

Dear Shipmates

I would like first of all, to thank the membership for electing me their president. You have my promise that I will do my best to live up to your expectations.

As Membership Chairman these past four years, I have met many of you, spoken on the phone to many more and made many new friends.

I served aboard the New Jersey, in E division, during the Vietnam Era and have been a member of this organization for the past eleven years.

The recent reunion in Cherry Hill was well planned, well executed and well attended. I would like to thank Joe and Maureen DiMaria and Pete and Jean Vance for their long hours

and hard work that resulted in such a wonderful experience for the attendees.

Holding the reunion in August allowed many of our members to bring their children and grandchildren to visit the ship., something we might keep in mind for future reunions at the ship. The staff, docents, and maintenance people did an excellent job in preparing the ship for our visit. Many of us were able to see parts of the ship not open to the public.

As wonderful as it was to see our old "haunts", it was also obvious that the ship needs our support. This year's membership dues invoice will have an option to make a contribution to the upkeep of the ship.

In addition there will be an opportunity to contribute to a scholarship fund in honor of Dick Esser, past president and a large part of this organization for many years.

Please seriously consider making an additional contribution when you pay your dues.

Finally, I would like to thank the outgoing officers: Joe DiMaria, Ernie Dalton, Joe Porambo, Dick McDowell, and Will Clark for their time and dedication to the organization.

Steve Sheehan

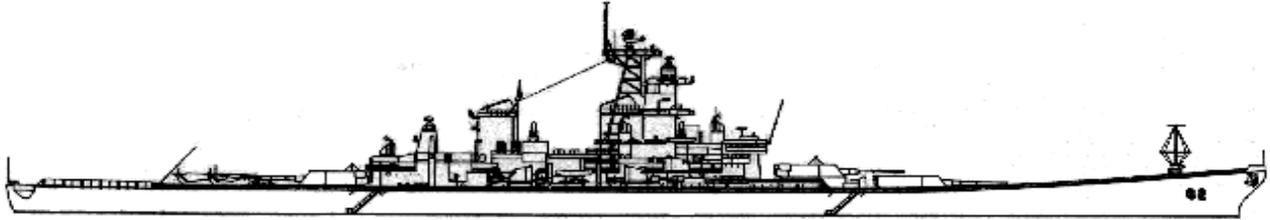
President



President, Joe DiMaria conducting the Memorial Service on the Fantail of the Ship



Attendees at the Memorial Service



FROM THE VICE-PRESIDENT

Greetings Shipmates,

It's with great pleasure that I thank those who were at the General Meeting, in Cherry Hill, for electing me Vice President. For the many who don't know me, here's my story.

On Sept 28, 1967, I took my first step onto the teak deck of the USS New Jersey. She was sitting in dry dock in the Philadelphia Naval Ship Yard. I was part of the Precom crew, an EMFA, straight out of boot camp and EM A School. Those decks were dirty, oily and hidden under miles of cables and hoses brought on by the yard workers. They were there to bring the old girl back to life. At that time, this young sailor did not know what that first step would mean to him for the rest of his life. In December, 1969, a "salty" EM2 stepped off her clean, white teak decks for what he thought would be the last time. Although there was sadness, I was going home to New York for the holidays, before reporting to my next ship, a DDG out of San Diego.

One year later, I received my Honorable Discharge and returned to civilian life, satisfied that I had completed my service to my country. My time on the "Jersey" was always a part of me. You have to admit, it's a great brag when meeting another serviceman, especially another sailor. Not many can say they were a "battleship sailor". But then she was recommissioned in 1982, so I no longer had the distinction of being

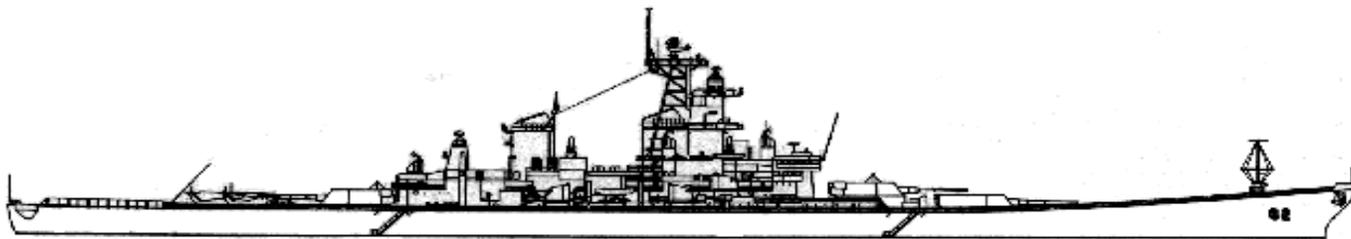
the last Electrician's Mate to secure the generators on a battleship, when I shifted the load from SSTG's 5 and 6 to shore power in Bremerton. Now she was in the papers again, but she was not the "only active battleship in the world" as we were. All four Iowa class ships were back in commission. Maybe that's the special bond the Vietnam era sailors seem to feel for each other.

In the summer of 1988, I noticed a small announcement in a copy of "Sea Classics", a magazine about naval ships. It was for a reunion of the USS New Jersey Veteran's, Inc. The reunion was going to be in New Orleans. I couldn't go, but the announcement had a name and address. I wrote and asked to join the organization. I received a nice note back from Russ Brown, an application and the Jersey Bounce. I sent in the application the next day. My life went on, marriage, divorce, raising two children, true love, remarriage, involvement in Little League, gymnastics, youth basketball, girl scouts, Pop Warner football. All the things a Dad does, along with the 40-50 hour work week. I followed the stories of the USS New Jersey being moved to Camden in 2001. I had read in the Jersey Bounce that the organization was holding the 2002 reunion in Cherry Hill and visiting the ship on one of the days. I had been in contact with a couple of other EM's in the organization and we decided to attend our first reunion. What a great 5 days! I saw guys I hadn't seen since 1969. I finally had the honor to meet and spend time with

Captain Snyder. I never imagined he would ask me to call him "Ed" a few years later. I just couldn't do that. Since that 1st reunion, Judy and I have attended as many as we have been able to. We've had a great time at every one we've been to. At one, I found out that past president, Mike Prime and I grew up in the same area of Syracuse, had common friends, but never knew each other. I've enjoyed meeting many of you from all the eras. That's what it's like to be a part of this organization. That's my story....till now!

Now, I look forward to helping the organization grow under the leadership of our new President and Board. Hopefully we can be a positive influence and increase our membership. There are still way too many guys out there who do not even know we exist. The family of a 91 year old WWII shipmate just found out about us while getting him ready for an Honor Flight to the WWII Memorial. He has joined. Anyone remember John Schleicher, Supply Div.Storekeeper 1st Class? One of my goals is to help remedy that situation. Our shipmates from 1982 thru 1991 are the future. We need to welcome all with open arms, listen to their suggestions and meet the needs of all the members of every era. If there is anything you think I can help you with, or pass on to the Board, please don't hesitate to contact me.

Bob Dingman
Vice President
Vietnam, E Division



MESSAGE FROM THE MEMBERSHIP DIRECTOR

Dear Shipmates,

I would like to say that I am honored to be your membership chairman/director. It is a privilege to do what I can for my fellow shipmates of all the era's the New Jersey was in commission.

I am new at this and very inexperienced, but our new president is helping and guiding me. I am very grateful to Steve. I have a lot to learn.

I served aboard the New Jersey in E Division during Vietnam era and have been a member of the organization since 2005 when our new Vice President, Bob Dingman, found me . I'm sure there are still shipmates out there who don't know about the organization. We all need to do what we can to help find these people.

Our stay in Cherry Hill was great. The hotel and services were great. My wife, Louise, and I had a great

time. Thanks to all who worked on this reunion to make it a huge success.

If there is anything I can do to help any of you guys, please don't hesitate to contact me.

Thank You,

Garry Blaylock

Membership Chairman

APPLICATION FORM FOR PRESENT & NEW MEMBERS

FEE: \$20.00 Make Checks Payable To - USS New Jersey Veterans Organization, Inc.

Additional Donation For Ship's Deck Restoration: _____

Mail a copy of this form to:

Garry Blaylock, 4918 Bal Harbor Dr., Chattanooga, TN 37416

NAME: _____

ADDRESS: _____

DIVISION: _____

CITY: _____

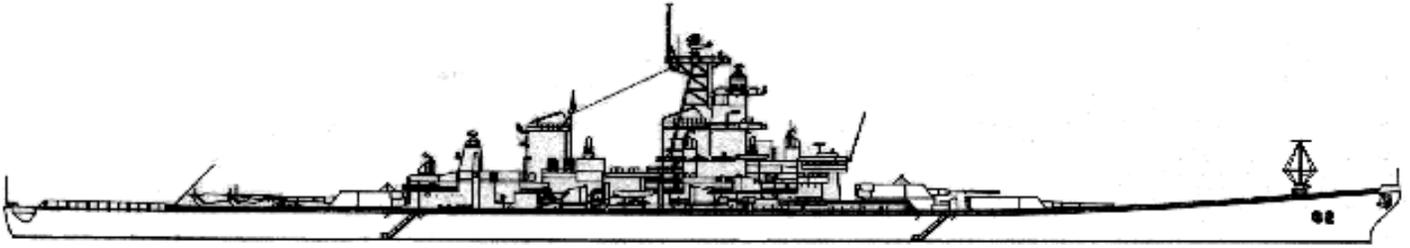
ERA or Calendar years aboard: _____

STATE: _____ **ZIP:** _____

RATE/RANK: _____

Email: _____





FROM THE LIAISON OFFICER

Battleship Shipmates,

We have experienced one more great reunion at Cherry Hill, and of course the ship. Everyone I spoke with had a good time as usual. When we actually went on the ship, everyone who wanted to, was able to go anywhere on the ship in order to see some of the spaces where they used to work, or places they were always curious about.

I would say that the current staff of the Home Port Alliance did an outstanding job to show us all a good time while we were there, and they are doing a great job trying to keep the ship in good shape.

When you receive your New Jersey organization dues notice this year, you will see an extra line after the normal dues. This is being added to enable you to donate to the ship for their general fund if you wish. In

order to keep the ship operating, the Home Port Alliance has a tremendous amount of upkeep, electricity, water, etc. expenses, as well as 10 employees to keep everything functioning normally.

We are also going to put some information in future issues of the Bounce magazine about the current program to replace the teakwood decking on the ship. This is a very large project, and will need quite a bit of funding to accomplish. The Home Port Alliance is calling this project "Dollars for the Decks". The information in the Bounce will direct you to the ship's website, and tell you how to donate to the fund if you would like to help. Any amount at all would be appreciated, and hopefully you can visit the ship in the near future and see how they are progressing with the new teakwood decking.

As most of you know, this was election year for the U.S.S New Jersey Veterans, Inc., so we have several members that volunteered for some of the open positions. Some of the members decided to remain in the positions that they had the last 4 years, so if you look in this copy of the Bounce, you will be able to see who the directors, and advisors are for the next 4 years.

Next year we have the opportunity to go to Norfolk, Virginia (Pronounced NOR-FIK, or NOR-FOLK, not Nor-Fork), and it should prove to be an exciting and educational time. The details will be in the Bounce, so make plans now to see that city, and all the things it has to offer.

Mark Babcock
Liaison Officer





FROM THE NEWS EDITOR

This past year I have given a lot of thought on what is really important in life.

I have traveled extensively within the United States borders and enjoyed every minute. I ski the Rockies, hike trails in the Grand Canyon, captured Mountain Washington, Pikes Peak and much more.

I give tours at the Smithsonian Air and Space Museum in Washington, DC. I have worked hard at this to ensure that I can provide the visitors with the best tour possible.

Within the last year several prominent outstanding leaders within our organization have departed this Earth to be in a better place. Will the organization miss them, YES, but it must go on or fade into the sunset.

I have visited the ship several times within the past year and feel confident that the caretakers of our ship are doing whatever possible to preserve her for future generations to enjoy.

During a recent visit to the USS North Carolina, BB-55 in Wilmington, North Carolina. I was extremely impressed at the condition of the ship. The teak wood deck, weapons, interior and exterior are in excellent condition. The ship is painted in her WW II wartime camouflage. The engine room and magazines spotless. Main battery plot and the Combat Information Center ready for reactivation.

This made me think - why is our ships deck in such poor condition, and what can be done to bring it back to the condition we are all accustomed to seeing? Talking to Mr. Phil Rowan, President and CEO of the ship he reiterated that it is estimated to take over eight million dollars to restore the deck. I looked at my check book and knew that it was not the answer.

With only about 900 members it would require each member to donate about \$9,000.00 and this was not going to happen. Most of the

ships funding is localized and only adequate to maintain the day to day operations. What is needed is to expand the donation bases, think national. How can this be accomplished with a staff of only 3 employees. The skeleton crew is completely consumed by the daily operations and has neither the time nor resources to expand.

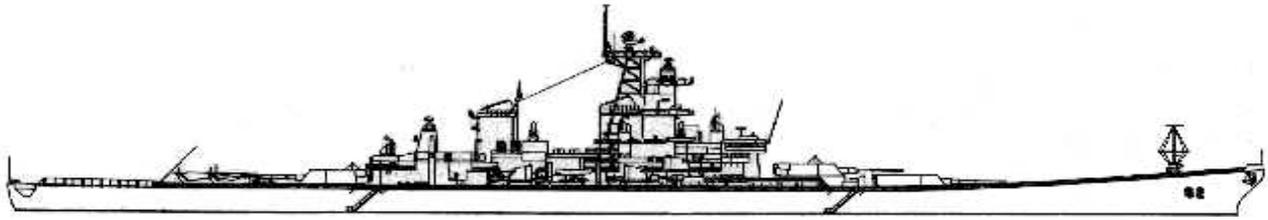
What can be done, how can we help? Think, get involved !!!

Our organization encompasses members located throughout the country with skill levels covering a variety of disciplines. Why can't we put together a group (committee) to solicit funding from large manufacturing companies. Companies like Norfolk Shipyard, Northrop Grumman, and Newport New Shipyard to name just a few.

I'm able and willing to help but have limited expertise in this area. Who has the knowledge and is willing to step forward and take the next step? We -the ship- needs you!

Nick Rasch, New Editor





FROM THE WEB MASTER

Dear Shipmates,

I trust that those of you who attended the Reunion had a wonderful time. The reports I received indicated that it was very good. At least one of you have sent photos, which I have uploaded to the web site and I'm looking forward to more.

In the last couple of weeks I have made the changes to the site concerning next year's reunion. As I get more information you can find that as well.

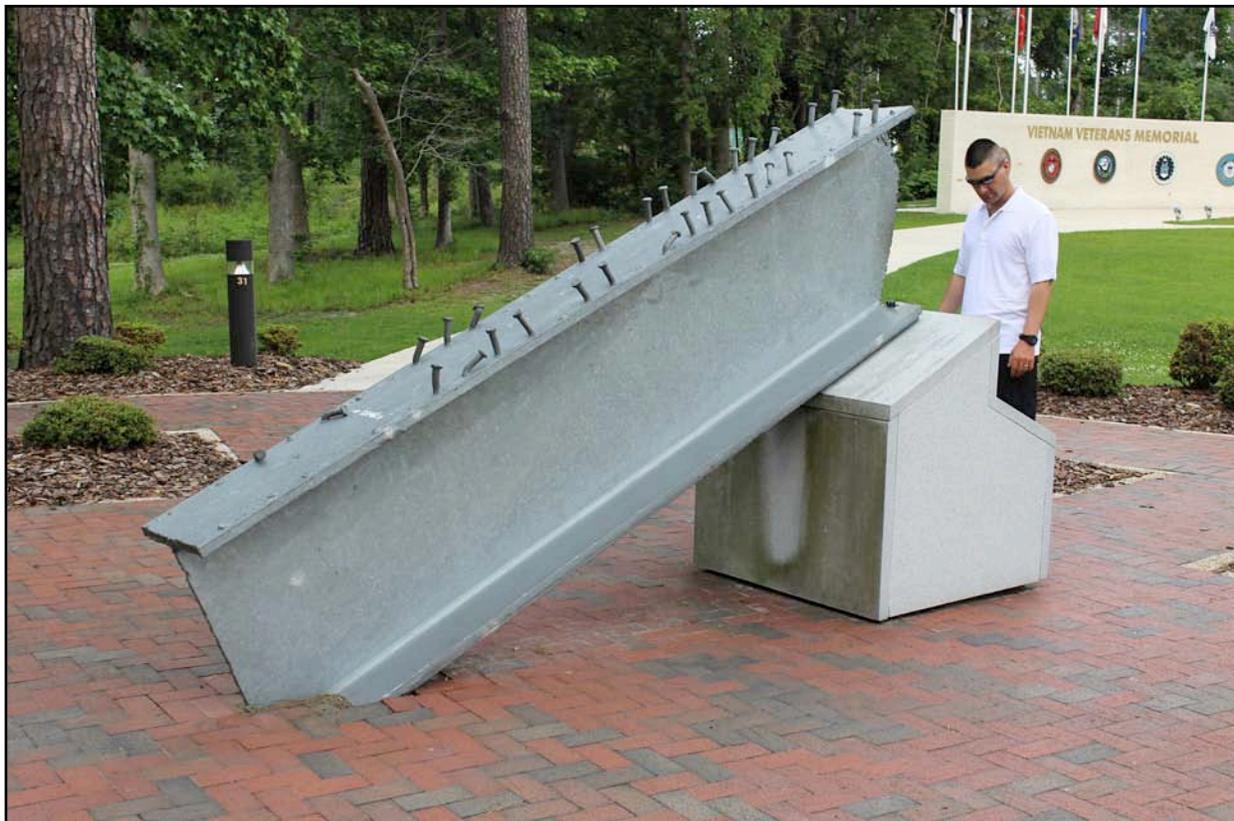
I finally am able to edit the E-mail list so, if you've had changes of address or e-mail address, pass them on to me

and I'll edit the web site. However, if I get a hundred changes, please do not expect instant changes. I will get to them but over a period of time. Thank you in advance for your patience.

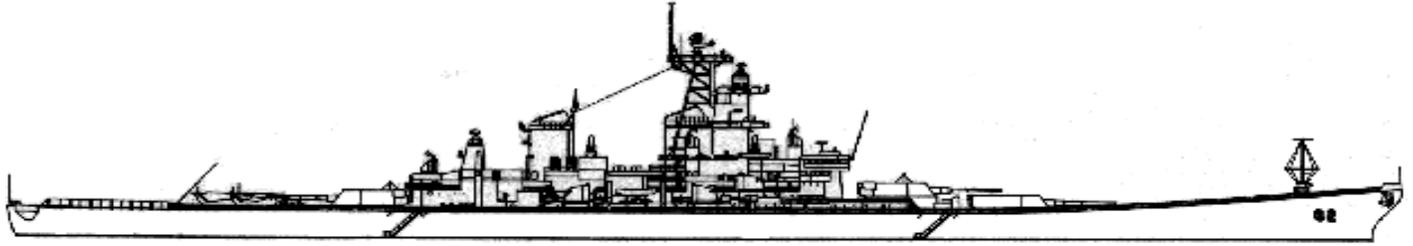
Most of us are supposed to be living our "Golden Years", enjoying time with our families, fishing, golfing and generally kicking back. There was nothing in the retirement plan about staying close to a hospital and visiting with a doctor twice a month. If someone had told me ten years ago that I would be taking upwards of a dozen pills a day, just to feel normal, I would have laughed out loud. On the other hand, I'm able to write this and you are able to read it.

Life is good.

Stay well and happy.



Beam From The Twin Towers (New York)



FROM THE SEATING COORDINATOR

As you read this another reunion has come and gone. This year's reunion in Cherry Hill was another successful event enjoyed by all. If you missed it, you missed a good one.

We had several members who were attending their first reunion, and for most of them it was their first time back to the ship since they left Her so many years before. As those of us who have been back before, we know what an emotional experience that first trip back can be. All that I spoke to have assured me that this won't be their last reunion.

As for the Welcome Aboard and the Saturday Banquet, everything went well with only a few minor glitches that were quickly remedied. The

food was great and the entertainment was wonderful. Both events were well attended.

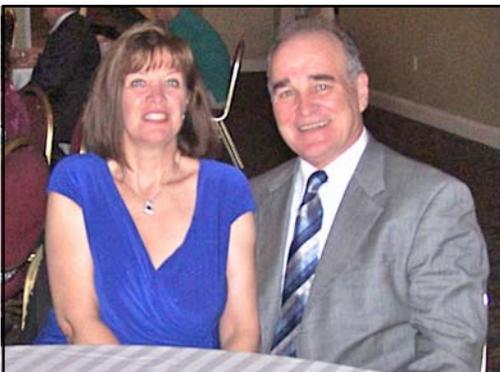
The highlight of this year's reunion was that due to the reunion's, timing my 15 year old granddaughter was able to accompany me. This was a wonderful opportunity for me to share with her what was once a huge part of our lives and we got to spend a day in Philadelphia visiting some of the many places that were instrumental in the forming of our country. She told me she learned things that she hadn't been taught in History class. I noticed others who brought their children or grandchildren with them. I hope we can hold our future ship reunions in

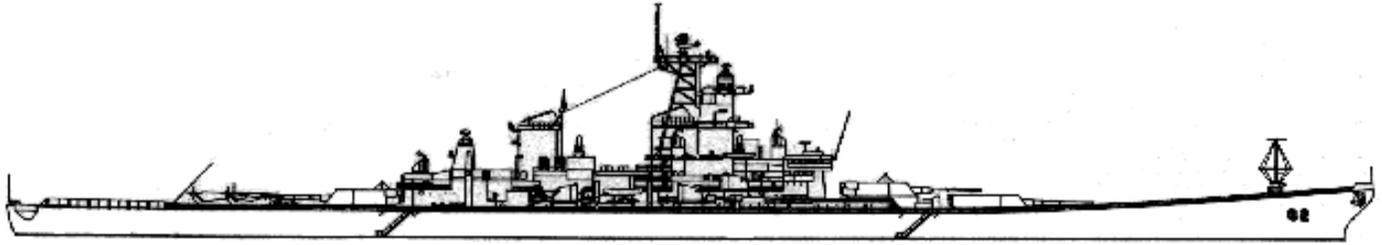
August to enable others to share the experience with their children/grandchildren.

I have been asked to stay on as the Reunion Seating Coordinator for the next four years and I look forward to serving your seating needs at future reunions, starting with next year in Virginia Beach, VA. I hope to see you there and when you make your plans, try to encourage a shipmate to join you. If they have never been to a reunion, double that encouragement, as I feel that after one reunion they will be ready to attend another.

Bill Meyers

Seating Coordinator





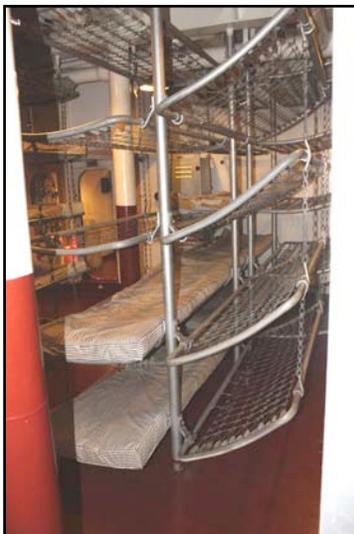
FROM THE MASTER-AT-ARMS

I see the Master-At-Arms position as that of a parliamentarian at meetings. My job is to insure that Roberts Rules of Order are complied with and to assist the President in maintaining order. In addition, it is to see that we remain on topic.

An example of a common mistake in procedure is when a motion is made and discussion on the motion is immediately entered into. Proper procedure is to have a motion made, seconded and then discussed. If there is no second, there is no need for discussion.

Once seconded a motion must be acted on. Actions can include tabling, amending, passing and failing.

Ray Kehoe



Sleeping Compartment (5 high)



Operating Room



FROM THE LEBANON/PERSIAN GULF REPRESENTATIVE ADVISOR

Ding,Ding,Ding,Ding, General Quarters. General Quarters all hands man your battle stations. Yes the Battle Ship New Jersey is back in battle but this time it is for more members of the USS New Jersey Veterans Inc. Hello, once again shipmates its Danny Fielder, I am back. Just came back from the 26th Reunion that was held at Cherry Hill. New Jersey. Lebanon/Persian Gulf sailors. we did better this year. We had 14 shipmates in ERA photo for the reunion. Come on guys pass the word to all past shipmates from the New Jersey. We really have to start making a better showing. The ship is now a museum and it does

cost a lot to keep her afloat. The electric bill is \$2000.00 a day and that is just electric. She sits there as GALANT as ever. Her boilers are cold, her engines are silent, the screws are still, the sailors of yester year are now echos, but she can still live on as proud as ever.

We, WWII, Korea, Veitnam, Lebanon/Persian Gulf sailors are her life blood. Lets keep this awesome legacy alive. I have said in the past we have this ship in common, we are all Battle Ship sailors and served on the most decorated ship the world has ever seen. Do I sound like a lifer-as far as keeping this girl

alive, YES, I am. Become a USS NEW JERSEY VETERAN'S INC. member. Over the span of her career more than 55,000 sailors served aboard her. Our ERA will eventually have to step up and continue on, and when we do we need to make our past mentors proud. They are the ones who laid the ground work for us and set the examples of battle ship sailors.

I AM PROUD ARE YOU

MM3 Daniel(Danny)Fielder



The New Jersey On Station In The South China Sea



Our Youngest Member receives a Plaque From the President

WAR LOG VIETNAM CRUISE

This section of the Bounce is dedicated to all the Officers and Men that served aboard the mighty battleship during the Vietnam Cruise (1968 - 1969)

This section is a continuation from the Spring 2012 issue of the Bounce encompassing the time period from January 1, 1969 until the ship returned to the United States on Monday May 5, 1969.

January 1, 1969 until May 5, 1969

New Year's day found the *NEW JERSEY* on the gunline, operating in support of the Third Marine Division just South of the DMZ. The ship fired at targets both in and South of the buffer zone that day, and destroyed nine bunkers and four military structures near Con Thien. The ship remained in support of the Third Marine Division until 0100 on the 3rd of January, leaving station to rearm from USS WRANGELL (AE-12) One hundred eighty-eight tons of 16-inch projectiles and powder were received.

The ship arrived on station off Da Nang at 0600 on the third, where we began supporting the First Marine Division. Observed main battery missions were fired during the day and *NEW JERSEY* left station briefly in the evening to refuel from USS MATTAPONI (AO-41). Upon completion of the replenishment the ship returned to her station near Da Nang and fired unobserved secondary battery night missions.

Monsoon rains and heavy cloud cover dominated operations on Saturday. Although the ship can fire in all weather conditions, spotters cannot see targets nor battery impact, therefore NO missions were fired during the day. However, five-inch harassment fire was provided after dark.

Sunday morning, 5 January, the weather broke briefly and three observed main battery missions were conducted. During the first mission, turret II fired it's 1000th round. The weather again closed in and the ship took advantage of the slack period by rearming from USS CHARA (AE-31).

January 6th the visibility slightly improved, providing about 1500 meters visibility. The ship was about four miles off shore, totally enveloped in fog. The ground observer had located a bunker complex with enemy troops South of the DMZ. We were unable to see the beach but our fire control radar was locked on. We fired several main battery rounds and the ground spotter reported that 4 bunkers and several enemy troops were destroyed.

We fired unobserved main battery harassment missions throughout Wednesday night and departed station the following morning to refuel. After completing refueling the *NEW JERSEY* returned to station. The weather was much improved and four fire missions were conducted



1969 map of Vietnam



10-5"/38s adding their might to the fight

that afternoon. That night the ship was called upon to conduct harassment fire at known enemy positions.

Many days the visibility on the beach was so bad that the spotters were unable to provide adequate information for the gunners. Often with the ship only about 3 or 4 miles off shore and totally enveloped in fog (unable to see the beach) the *NEW JERSEY* was able to demonstrate it's all weather capability by having it's fire control radar lock onto known reference points and firing both main and secondary battery with extreme accuracy.

On the morning of the 10th the *NEW JERSEY* was back on station off the DMZ. In the afternoon, three observed main battery fire missions were successfully conducted. During the night the ship supported the First Marine Division near Da Nang.

The Marine General congratulated the men on the New Jersey for outstanding support of both the 1st and 3rd Marine divisions.

On the morning of 11 January, ship's gunnery officers attended a briefing concerning a forthcoming Amphibious Operation (Bold Mariner). Bold Mariner was to be a two-battalion landing team assault on Batangan Peninsula conducted by Task Forces 76 and 79. With the gunnery officers attending the meeting the ship proceeded north to the harbor entrance and fired five main battery missions in support of the First Marine Division. Later that evening the ship fired unobserved missions in the Da Nang area and at midnight moved south to take station in the Mo Duc area.

The following day the ship was used in an diversionary effort designed to mask the actual landings on Batangan Peninsula.

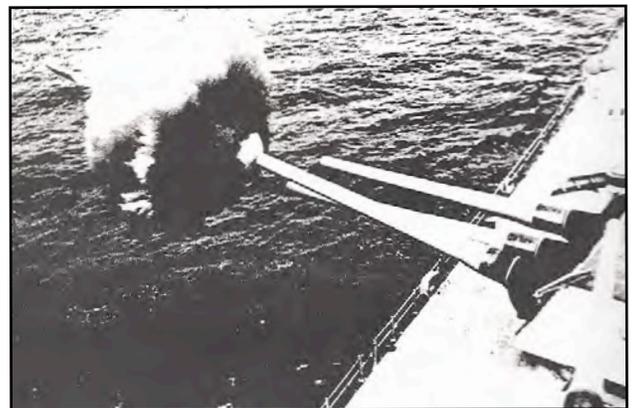
Four prearranged unobserved missions were fired Sunday and that night the secondary battery continued to put rounds into the Mo Duc area. At 0400 the ship moved North to take up her fire support station off Batangan for the actual landings.

NEW JERSEY remained on fire support station until noon on Monday. The landings went on schedule, the helo troops landing at 0700 and the first boat wave at 0800. The landing went unopposed and fire support was not requested.

With the operations at Batangan proceeding as scheduled the *NEW JERSEY* was detached to proceed to Subic Bay for upkeep and rearming. Arriving on the 15th of January, the *NEW JERSEY* initially moored at Nabassan Pier, the Magazines were topped off with projectiles and power. The ship then moved to Leyte Pier for upkeep and much needed liberty.



Ho Chi Minh
The crew made you this special gift to celebrate TET



Ho Chi Minh your gift is on its way



'If this is upkeep'
I'd rather be on the bomblines in Vietnam

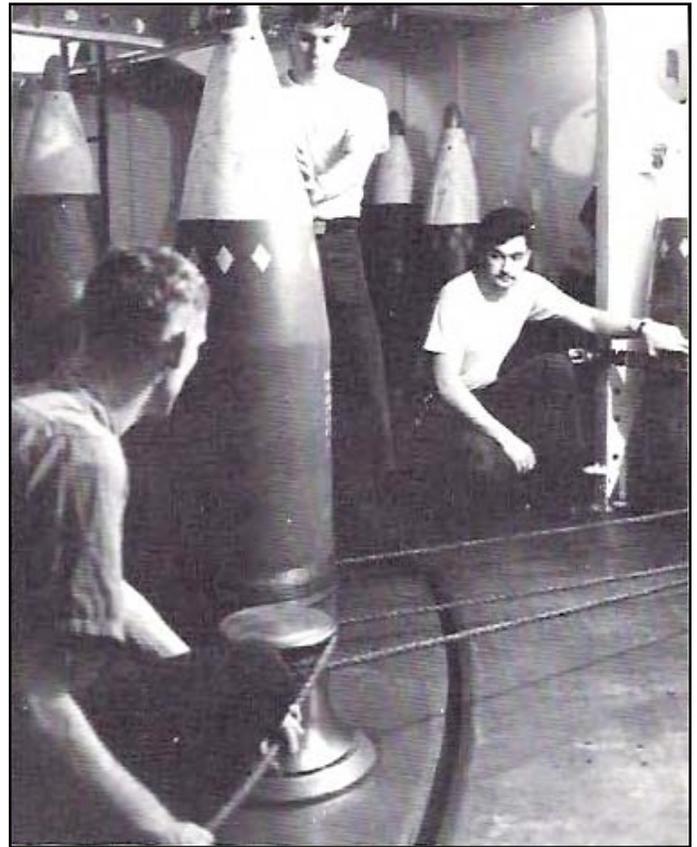
One of the problems associated with shore bombardment is that the crew has No idea of the effect they are having. They continue to wonder if they are as effective in destroying or dismantling the enemy as they could be. In an effort to instill a positive attitude frequently members of the Army and Marine Corp were invited to provide an assessment of the effects the *NEW JERSEY* was having on the war. Army Captains Charles S. Finch, Jr. and Roger S. Bounds had served as airborne spotters for *NEW JERSEY* during firing missions and told of the devastating effect their swellings was having on the Communists.

"The Communist troops don't like to come out when the *NEW JERSEY* is firing", said Captain Finch. "One of our biggest problems when flying into a Red infested area is the anti-aircraft fire we take. However, soon after the *NEW JERSEY* got on station and started shooting ground fire was held to a minimum. As long as the Jersey is in the area and firing, the Communists hole up with their flak machines and anti-aircraft weapons. This provides us a feeling of safety and gives us more freedom in picking out better targets."

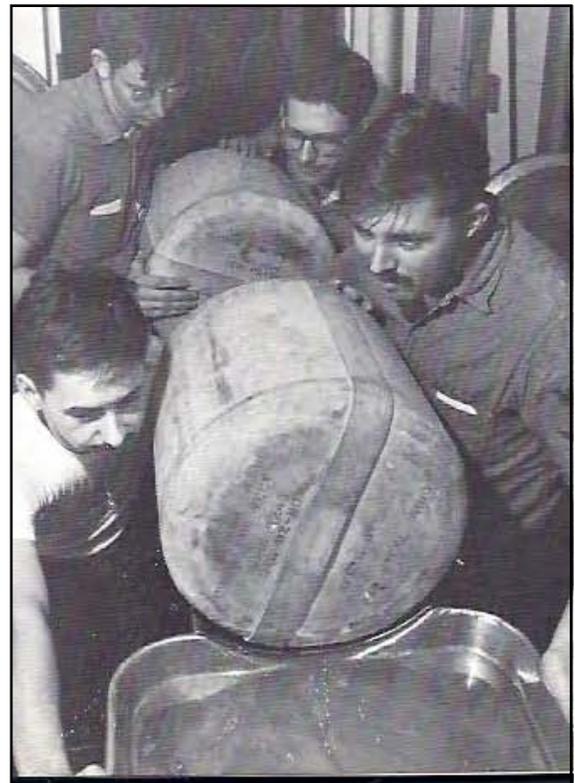
Captain Finch went on, "*NEW JERSEY* is best at rooting out and destroying enemy bunkers. The eight-inch, 155mm and 105mm land-based artillery make a small impression on the land, compared to what the 16-inch does; it really clears out the area."

Captain Bounds added, "The Viet Cong and North Vietnamese Army troops also store large quantities of ammunition, supplies and other materials underneath the jungle canopy. When *NEW JERSEY* shells an area, she levels all the trees shielding these caches. Even if the supplies aren't destroyed, the Communists have to move all their materials and this is when we come in with Marine, Navy, and Air Force jets and really get them. It's a tremendous effort you are making. I know it's a difficult thing for anybody to understand the fact that when you're mowing down trees, it is really an important target - something that is vital to the war effort. The enemy uses camouflage and cover to an extreme extent. Jungle warfare is very difficult and serious warfare. It is planned around cover and concealment, small groups of people, dispersion and things like this. The ability to remove terrain features denies them their most valuable asset in jungle warfare and it is for this reason that we find a large ordnance, good delivery system, rapid firepower like the *NEW JERSEY*'s to be such a great asset in our war."

The words of the two Army Captains were later echoed by Corporal Daryle W. Lewis, a marine ground spotter. Lewis told of his experience with *NEW JERSEY*. "Each round has a tremendous psychological effect on Communist troops. Air spotters have told me that when you are laying in your big ones Communist gun crews get scared and run away from their guns. I've talked to some of the Chieu Hoi (Viet Cong defectors) who say that even though the round doesn't hit close to them, it makes them think they're going to die right there.



Crew members in the magazine moving the big one



Crew in magazine moving 110 lb. powder bags

The *NEW JERSEY* got underway at 0630 on Monday, 20 January. The first day underway was devoted to type training in the Subic Bay Operation Areas. A sleeve shoot was conducted at 1645. The secondary battery performed well, knocking down five towed sleeves in one hour of shooting. Monday night the ship set a Northerly course for Yokosuka, Japan and ten days of upkeep combined with some well deserved liberty.

The ship arrived at Yokosuka at 0900 on January 25 and moored in flooded Drydock Six, Ship Repair Facility. The Japanese are a sea going nation and were extremely interested in ships - especially battleships. A news conference was conducted in the wardroom for approximately 50 newsmen immediately after arrival. With the aid of a translator, Captain Snyder described his ship and her mission. He then conducted a brief tour for the newsmen and answered dozens of questions. That evening and the following morning the *NEW JERSEY* was headline news throughout Japan.

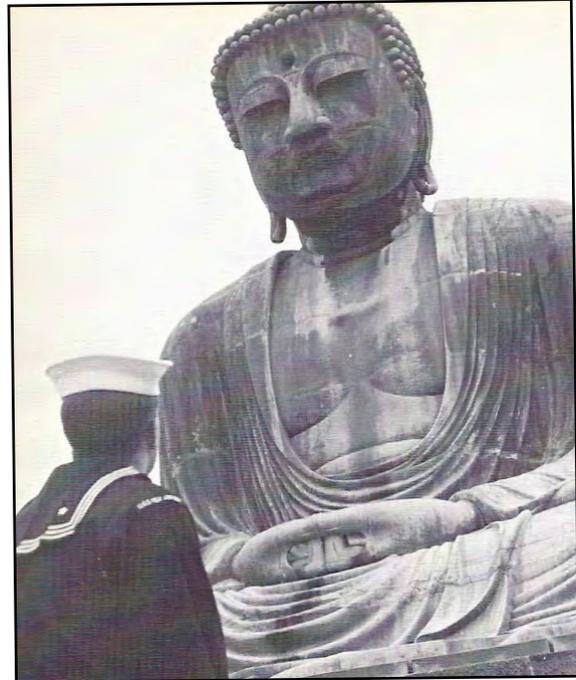
During ten days in port the ship hosted over 10,000 visitors, both Japanese and American. The Captain hosted many special guests, for luncheon, in his cabin. These guests included 30 Japanese flag and general officers and several of the nation's highest ranking government officials. Shortly after the ship left Yokosuka (5th of February), the following message was received from Rear Admiral D. F. Smith, Jr., Commander Naval Forces Japan:

"I wish to extend to the officers and men of the USS *NEW JERSEY* a most sincere and hearty well done on your extremely successful visit to Japan. The warm hospitality extended by the ship's company to the many visitors to your fine ship and, in particular, the personal attention given by the Commanding Officer to the many distinguished civilian and military leaders in Japan has significantly contributed to improving Japanese-American relations in general and U.S. Navy relations in particular."

Within a few hours of clearing the harbor, the ship encountered gale force winds with gusts up to 65 knots. Some minor damage to exterior fittings was reported but the ship's combat readiness was in no way affected. By Thursday evening the weather had moderated and the speed was increased to 23 knots. The *NEW JERSEY* arrived off Da Nang on schedule, at 0600, 10 February, and commenced support of the Second ROK Marine Brigade.

Commanding Officer *NEW JERSEY* became Commander Task Unit 70.8.9 on 12 February. To assist him in this dual responsibility, Captain C. W. Cummings, Commander Destroyer Division 172 and his staff embarked that morning from USS *LYNDE MCCORMICK* (DDG-8). Commodore Cummings and staff were aboard until 7 March and during this time

proved an invaluable asset in assisting in the direction of Naval Gunfire Support units up and down the South Vietnam's coast.



Buddha



Typical post WWII Japanese structure



Japanese sailors visiting the ship

February 12th the *NEW JERSEY* destroyed 20 bunkers and 16 military structures in Communist strongholds south of Da Nang. Five enemy were killed in action. The main battery missions fired that afternoon emphasized the degree of cooperation and coordination involved in Naval Gunfire Support. The ship fired in support of the Koreans. The spotter plane belonged to the U.S. Army and was piloted by a Korean. The spotter in the back seat was a U.S. Navy Lieutenant.

NEW JERSEY remained near Danang until the night of 13 February supporting both the Korean Marines and elements of the U.S. First Marine Division. During this tenure in Central I Corps the ship was visited by Lieutenant Commander Norman Corlett, Navy Liaison Officer with the First Marine Division. The Commander expressed the gratitude of the Marines for having the *NEW JERSEY* in the area. He explained that the targets being fired upon were part of a staging area for a suspected Viet Cong regiment. The targets were bunker and tunnel complexes. In the tunnels beneath a bunker there can be as many as 30 men hiding... that's why we want to use the 16-inch projectile. They penetrates and obliterates a bunker. It's the most effective weapon for this type of target.

On Valentine's Day the ship moved north to a position just below the DMZ to provide support for the Third Marine Division. At about 1345 a U.S. observation aircraft on a reconnaissance mission over the Southern half of the DMZ received unknown caliber automatic weapons fire from an enemy position. The aerial observer sighted the weapons position and directed *NEW JERSEY's* fire onto the location silencing the enemy fire.

That night three Fire control Technicians were instrumental in the safe recovery of a downed pilot. Petty Officers third class William D. Meskimen, Richard R. Guy, and Richard B. George were on watch in the ship's forward MK 37 director when the ship responded to an emergency call from a downed aviator in the vicinity of Tiger Island. The trio initiated a search and in short order found their tiny target bobbing in the darkness in the South China Sea. Their alertness made it possible for the pilot to be picked up by helicopter.

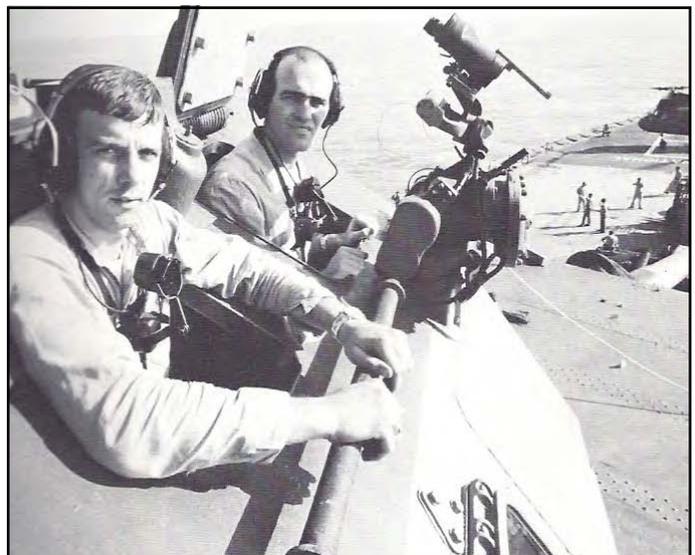
On Saturday, the 15th, both main and secondary batteries were used in support of the Third Marines. Just before dusk the ship received word from the beach that the Communists were setting up a rocket site for night firing. The site was in the Southern half of the DMZ, 11 miles northeast of Con Thien. The ship immediately opened fire with her main battery and fired until well after dark. The ground observer reported 25 secondary explosions and seven fire balls rising at least 500 feet in the air completely lighting up the night sky.



On Station in the South China Sea with carrier



Ernie Dalton and Gene Larouche with 16 inch shell at Ft. Lewis, WA (1953)



**Crew members on watch in the Rear MK 37 director
On duty 24/7**

Heavy fog on Sunday, February 16, precluded any observed missions and in the afternoon the *NEW JERSEY* departed station to rearm from VESUVIUS.. That night *NEW JERSEY* returned to station but did not fire in observance of the Allied stand down for the Lunar New Year. On the night of the 17th the ship resumed gunfire support, conducting unobserved 16-inch missions at known enemy areas.

On the morning of 18 February the ship was honored by a visit of Admiral John J. Hyland, Commander in Chief Pacific Fleet, and Vice Admiral William F. Bringle, Commander Seventh Fleet. Admiral Hyland addressed the men over the ship's closed circuit TV system. He said, ". . . we have admired your performance out here. You've had a long and hard cruise. Your clients ashore couldn't be more pleased with the way you're supporting them. Your whole performance has drawn the admiration of military and civilian authorities who have been watching what you do out here . . ."

The following day Major General Raymond G. Davis, Commanding General of the Third Marine Division, flew out to the ship for a visit.

The ship continued firing observed missions by day and both observed and unobserved missions by night through Saturday, 22 February. That night turned out to be the busiest of *NEW JERSEY*'s entire deployment.

Just after 0100, while *NEW JERSEY* was firing prearranged unobserved fire, she received an urgent call for fire from a Marine outpost about 1,000 meters south of the DMZ which was under attack. The post, named Oceanview, was manned by about 20 Marines and a Naval Gunfire Liaison team. It was being attacked by a force estimated to be about 130 North Vietnamese Regulars. Following is a chronological record of the night's action taken from the ship's operation report:

"0106 - Emergency call for fire from forward observation post, Third Marine Division. Unknown number of enemy troops attacking. Commenced secondary battery fire, two mounts, increasing to four mounts and adding main battery as attack intensified.

"0400 - Continued high explosive fire multiple targets main and secondary batteries while providing spotter illumination.

"0530 - Attack intensity diminishing, continued responding to calls for fire, spotter reports enemy withdrawing carrying casualties.

"0633 - Ceased all fire, attack repulsed."

One thousand-seven hundred ten rounds of 5-inch were fired that night in nearly six hours of continuous fire. At various times throughout the night the ship was teamed with the Coast Guard cutter OWASCO and two artillery batteries. One spotter, Lance Corporal Roger Clouse of Lincoln, Nebraska, controlled all fire that night, and at one time he was firing six batteries simultaneously. He was recommended for the Bronze Star for his night's work.



Fire Control Experts in Main Battery Plot

The Commanding Officer at the outpost, Marine Major Ronald Smaldone, said later that "if it hadn't been for the *NEW JERSEY*, they would have zapped our ...!"

This mission served as a concrete example of how important every man is to a mission. Although the gunners fire the rounds, credit belongs to everyone. From the food servicemen who keep the crew on the go, to the engineers who answer every bell, to supply who keeps the ship in spare parts, to the officer of the deck and the entire watch standing team, to the navigation team who keep the ship in clear water and the batteries unmasked, to the operators who maintain a constant flow of information and a secondary fire control solution, every man had to do his part for the mission to be a success. The ability to sustain fire with every gun on the engaged side, without going to General Quarters, would have been non-existent without this teamwork.

The ship continued in support of the Third Marine Division into March and remained on station just south of the DMZ. By this time the crew was getting quite accustomed to seeing the same terrain and landmarks, She had spent 24 consecutive days in support of the Third Marine Division between 14 February and 9 March. We were a permanent fixture at 16'E, 54' N.

the *NEW JERSEY* hosted a familiarization visit for 50 men from the Army's 61st Infantry, Quang Tri during the first week in March. They and the men of *NEW JERSEY* had come to know each other well, and much information was passed both ways. Many war stories were being exchanged.

Two men of the 61st appeared on the ship's closed circuit TV system and told the ships crew about their impressions of "Firepower for Freedom." Staff Sergeant Charles Frazier, of Chicago, Illinois, had seen the ship fire at an enemy bunker complex a short time earlier. "When the *NEW JERSEY* fires it looks like an old-time war movie," he said. He added, "Your projectiles buzz down trees and scorch the area for several hundred meters." The Sergeant went on to talk about the psychological effect of having the *NEW JERSEY* on station. "It gives us a tremendous psychological advantage, Charlie isn't stupid. He knows you're out here and he knows we can call you in anytime, day or night."

Another 61st Infantry soldier, Specialist Four John Ford, recounted a day when his mechanized outfit was on patrol. "We were moving through an area where the *NEW JERSEY* had recently been firing. The driver of one of our armored personnel carriers saw a crater made by a 16-inch shell and maneuvered to get a closer look at it. Well, he got a little too close, and his 52-ton vehicle got stuck in the crater. It took us seven hours to pull him out."

NEW JERSEY rearmed from MT KATMAI on 8 March and during the night of the 9th proceeded South to support the Republic of Vietnam's Second Division near Quang Ngai. Arriving on station at 0600 on the 10th, the ship fired throughout the day, destroying 37 military structures and 13 bunkers. Airborne observers reported an additional 43 structures and 24 bunkers damaged plus four secondary explosions.

On Tuesday, the 11th, the ship rearmed from the USS *WRANGELL* in the morning and returned to the gunline in the afternoon. Firing simultaneous five and 16-inch salvos, she destroyed or damaged 50 structures and nine bunkers.

NEW JERSEY continued her support of the Second ARVN's until she was detached Wednesday night. On Thursday morning USS *NEWPORT NEWS* (CA-148) came alongside to receive turnover material. The *NEW JERSEY*'s boss, Rear Admiral Thomas J. Rudden, Jr., Commander Task Group 70.8, came over by highline to brief the crew before she was detached to proceed to Subic Bay.

Admiral Rudden, was instrumental in the initial phases of reactivation. Admiral Rudden had expressed his admiration for the men of *NEW JERSEY*. Seeing the ship

in action in the Western Pacific had confirmed his opinion. Addressing the crew on TV, he said: "Your performance out here has been nothing short of magnificent. You have fully justified every effort that was made to get you on the line as quickly as possible. Every man in this ship's company can be mightily proud of being a *NEW JERSEYMAN* and I'm mightily proud to have you under my command...".

NEW JERSEY departed the gunline at 1645 on the 13th and set a course to Subic Bay. She arrived on the 15th for five days of upkeep prior to the final line period of the deployment.

The highlight of this in port period was a meeting of the Philippines-United States Mutual Defense Board on 19 March. We were honored to have the opportunity of hosting this meeting.

The meeting was attended by 65 members including twelve Philippine and U.S. flag and general officers. Heading the group was General Manuel T. Yan, Chief of Staff of the Philippines Armed Forces. U.S. flag officers in attendance were Rear Admiral D. L. Kauffman, Commander Naval Forces Philippines Major General Lloyd C. Gomes, U.S.A., Chief of the Joint U.S. Military Assistance Group to the Philippines; Major General Kenneth C. Dempster, Vice Commander of the 13th Air Force and Rear Admiral V. C. Lambert, Commander U.S. Naval Base Subic Bay

After leaving Subic, the ship made a high speed run to return to the gunline, arriving off South Vietnam's II Corps the following morning. The ship immediately took under fire Viet Cong strongholds some 15 and 36 miles Southwest of Cam Ranh Bay. Supporting The Republic of Korea's Ninth Infantry Division, the ship's huge guns destroyed 32 military structures and 11 caves the first day back on the line.

For the next seven days the ship steamed up and down the 156 miles of coast line between Phan Thiet and Tuy Hoa shelling Viet Cong base camps and supply areas. The biggest day was 26 March when her one-ton projectiles smashed 72 bunkers and five structures Southwest of Phan Thiet.

Late on the afternoon of 28 March, due to increased enemy activity south of the DMZ and in response to an urgent request from Commander U.S Military Assistance Command Vietnam, the gun-line Commander directed the ship to proceed North to support the Third Marine Division. While proceeding North the ship refueled and rearmed. The ship arrived on station Saturday at 1330

and fired observed main battery missions until nightfall. She continued to fire unobserved missions the remainder of the night. The ship remained on station until 0600 the first of April, 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 in 120 days on the gunline. Total rounds expended were 5,866 16-inch and 14,891 five-inch.

It was noted that the **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 midshipmen cruises.

All this was accomplished 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*.

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."

The *NEW JERSEY* spent one day in Subic Bay and two in Yokosuka before she steamed Eastward and home. Once again the men would be united with the loved ones they had left behind, some as long as a year before.

After joining Task Group 77.6, and in company with USS CORAL SEA (CVA-43), USS JOHN PAUL JONES (DDG-32), USS PORTERFIELD (DD-682) and USS MORTON (DD-948) the ship set course 089, speed 23 knots.

The transit proceeded uneventfully for a week. Routine training exercises were conducted among the ships daily, for Navy men never miss an opportunity to drill and sharpen their skills.

During the transit the ship received this message from Lieutenant General Stillwell, Commanding General XXIV, which the *NEW JERSEY* supported often during the deployment:

"You depart the line with accolades from the troops you supported. Your responsiveness and willingness to undertake even the most difficult mission were in keeping with the highest standards of the Naval Service. The XXIV Corps thanks you for a job well done."

Admiral Rudden added his remarks:

"As you sail for home I take pleasure in commending you on your tremendous contribution to the mission of the Seventh Fleet. In all areas of operations, your initial Vietnam deployment has been an outstanding success. The performance of the officers and men of *NEW JERSEY* from reactivation, through recommissioning, pre-deployment training and finally to the last gunfire support mission, has left nothing to be desired. In each of these phases they have demonstrated the highest caliber of professional competence, spirited teamwork, and devotion to duty.

While on SEA DRAGON NGFS duties *NEW JERSEY'S* highly accurate fire and overwhelming destruction of enemy assets reaffirmed the vital role and significant contribution of major caliber naval guns in support of friendly forces ashore.

Your record of damage to enemy assets is indeed impressive and is one all hands can be proud of. The troops ashore will miss your willing and responsive attitude to lend your fullest support on their behalf, even under very difficult situations. **Well Done!**"

However, the dreams of *NEW JERSEYMEN* and their families were not to be realized on schedule. She was scheduled to arrive at Long Beach at 1000 local, 19 April. On the morning of 15 April, when she was only 1,800 miles from Long Beach, a message was received directing the ship to reverse course and head West at maximum speed. At 0819 the conning officer, LTJG R. S. Cheyne, gave the order to the helm: "Left standard rudder, steer course 290." The *NEW JERSEY* was on her way back to the Western Pacific.

A few hours earlier, 31 American lives had been lost in the cold waters of the Sea of Japan. An EC-121 reconnaissance plane, flying on a routine mission, was shot down by Communist Korea aircraft in international waters. Parts of the wreckage and two bodies were later recovered some 90 miles from land.

In immediate response to the incident, the Commander-in-Chief had ordered that a Naval task force be formed to proceed into the Sea of Japan. The *NEW JERSEY* was ordered to Sasebo, Japan, in the event she would be needed.

Needless to say, this sudden turn-around came as a shock to the crew. It is one thing to be separated from family and friends for long periods of time. It is quite another to be four days from a long awaited reunion and have that reunion abruptly snatched away. But the crew accepted it stoically - they were Navy men, and this was duty.

The security of events precluded immediate announcement of the diversion, and families back in the states were still looking forward to seeing husbands and sons on the 19th. Not until the evening of the 18th did the Department of Defense confirm that the *NEW JERSEY* would not be home the next morning.

Commander Naval Base, Los Angeles, Commander Cruiser-Destroyer Group Long Beach, Mayor Edwin Wade, and the citizens of the Battleship's home port opened their hearts and homes to stranded families. A *NEW JERSEY* Family Assistance Center was organized immediately and over 250 dependents were supplied with aid and comfort.

Meanwhile, ship drove onward toward Japan. On the 19th, she refueled from the USS *KENNEBEC* (AO-36). While alongside the ship a message was received from Commander Seventh Fleet changing her destination from Sasebo to Yokosuka, Japan. She arrived at 0951 on Tuesday, 22 April, and received fuel, stores and provisions. In 13 days the *NEW JERSEY* had steamed 7,042 miles, averaging 22.4 knots.

She left Yokosuka seven hours after arriving, amid much speculation on the part of the news media as to her destination.

Her true destination was an operating area about 175 miles Southeast of Yokosuka. Shortly after reaching this area, the *NEW JERSEY* was directed to rearm from USS *PARACUTIN* (AE-18).

The two ships rendezvoused shortly after 1300 on the 24th for what was to be largest underway replenishment of the cruise. In ten hours we received 837 tons of five and 16-inch ammunition.

Upon returned to her holding area, (steaming at eight knots to conserve fuel). A message was received directing the ship to transit to CONUS. At 1235, April 26, 1969, LTJG R. B. Ghilarducci ordered "right full rudder, all engines ahead full, indicate turns for 22 knots, steer course 090."

So, for the second time in less than three weeks, the *NEW JERSEY* was enroute home from WESTPAC, As she departed, she received the following message from Vice Admiral William F. Bringle, Commander Seventh Fleet:

"I again bid you farewell. Your ready response to the unceremonious turnaround, your comprehension and discreet execution of orders and keen insight into the circumstances are most gratifying. Please extend to your officers and men my most sincere thanks for their forbearance and devotion to duty. I wish you all fair winds and following seas to expedite your delayed reunion with families and friends. Another well done..."

The transit this time was both fast and routine, and at 0900 on Monday, 5 May 1969, *NEW JERSEY* passed smartly through the Long Beach breakwater with her crew at parade quarters. She moored shortly thereafter at her "home" berth at Pier E, where she was enthusiastically greeted by thousands of *NEW JERSEY* family and friends, as well as over 50 local and national news media representatives.



Los Angeles Assistance Center



Family and Friends welcoming the crew home

16-inch Armor Piercing Projectile
Model: Mark VIII, Mod 7
Weight: 2,700 pounds
Range: 21 miles
It could penetrate 30 inches of reinforced concrete or 16 inches of armor plate.



Daddy's little girl meets for the first time

As Captain Snyder discussed the eight-month deployment at one of the largest press conferences ever held for a returning ship, a happy-to-be-home crew began some much deserved leave and liberty. That night, virtually every major television network and newspaper discussed the Battleship's successful deployment. One week was set aside for rest and recreation, and then preparation for the second deployment to Vietnam would begin. On Wednesday, 7 May, the first 100 replacement sailors reported on board for duty.

On Saturday night of that week, tragedy struck the NEW JERSEY crew as Ensign Joseph Zajicek lost his life in a motorcycle accident in the San Gabriel mountains. His accidental death following a rigorous combat deployment during which not a single life was lost to injury. Ensign Zajicek was a dedicated, enthusiastic young naval officer only a few months out of the Naval Academy. He was proud to be a Battleship sailor.



**This is what
we were
fighting for**



USS New Jersey Vietnam Score Card



Ammunition Expended

5"/38	14,762 rounds
16"/50	5,675 rounds
5" RAPs	280 rounds

Damage Assessment

Structures Destroyed	495	Structures Damaged	351
Bunkers Destroyed	655	Bunkers Damaged	323
Mortar Sites Destroyed	6	Secondary Explosion	176
Troop Movements Stopped	19	Road Interdicted	26
Cave & Tunnel Destroyed	75	Artillery Sites Neutralized	21
		Waterborne Craft Destroyed	9
		Meters of Trench Line Rendered Unusable	1925
		AA & Auto Weapons Sites Silenced	35
		Troops Killed (Confirmed & Estimated)	170

DOLLARS FOR THE DECKS PROJECT

THE BATTLESHIP USS NEW JERSEY, THE MOST DECORATED BATTLESHIP IN HISTORY, NEEDS YOUR HELP WITH REPLACING ITS DETERIORATED TEAKWOOD DECKS

THE SHIP IS RETIRED AND HOME PORTED IN CAMDEN, NEW JERSEY UNDER THE STEWARDSHIP OF THE HOME PORT ALLIANCE AS A MEMORIAL AND EDUCATIONAL MUSEUM, AND IS OPERATED PRIMARILY BY GENEROUS DONATIONS OF CORPORATIONS AND INDIVIDUALS

THE SHIP IS A **NOT-FOR-PROFIT 501 (c) (3) CHARITABLE ORGANIZATION**, FULLY TAX DEDUCTIBLE, AND WE ARE ASKING FOR DONATIONS TO HELP REPLACE THE WOODEN DECKS OF THE SHIP

IF YOU CAN HELP US WITH THIS PROJECT, PLEASE GO TO THE WEBSITE AT:

www.battleshipnewjersey.org

SELECT "SUPPORT THE SHIP" – "DOLLARS for the DECKS" (WHICH IS HIGHLIGHTED IN RED) – FOLLOW INSTRUCTIONS- A DONATION LETTER WILL BE SENT TO YOU FOR YOUR INCOME TAX PURPOSES

PLEASE HELP KEEP SUCH AN HISTORICAL PIECE OF NAVAL HISTORY, WHICH SAW COMBAT ACTION IN WORLD WAR II, KOREA, VIETNAM, AND THE LEBANON/PERSIAN GULF ERA, BE PRESERVED FOR DECADES TO COME

YOUR GENEROSITY IS APPRECIATED

The Battleship New Jersey Museum and Memorial is a 501(c)(3) charitable organization. Information

filed, under the name Home Port Alliance for the USS New Jersey, Inc., with the New Jersey Division of Consumer Affairs, Charities Registration Unit concerning charitable solicitation may be obtained from the Unit by calling 973.504.6215. Registration with the Charitable Registration Unit does not imply endorsement.

When sending a check, please mail to the below address, and designate what the donation is for:

**Battleship New Jersey
Membership Department
62 Battleship Place
Camden, NJ 08103
Fax: (856) 966-1883**



Deck on the USS New Jersey BB 62



Deck on the USS North Carolina BB 55

Mark Babcock has been working with the management of the ship in an effort to initiate a process for both individuals and corporations to donate resources to be used exclusively for deck restoration. The initial estimate for the new deck is \$8,000,000.00.

Lets all work together to turn our deck into a deck as good as or better than the USS North Carolina's deck.



Our Grand Old Lady Resting Well On The Delaware River, Camden, New Jersey

What an amazing day Friday, August 10, 2012 was! To see so many veterans of the *New Jersey*, along with their family and loved ones, was truly an emotional highlight for my tenure as Curator of the Battleship New Jersey Museum. It was with great pride that I showed off my Associate Member Card of the BB-62 Veterans Association during my brief remarks at the Memorial Ceremony. It is hoped that we will continue the push to have as many staff and volunteers of the Battleship New Jersey Museum sign up for Associate Membership.

With over three hundred active volunteers on the rolls of the museum there is a huge potential for a surge in membership within the BB-62 Veterans Association.

During my remarks I announced that we were moving forward with the installation of the new Vietnam Exhibit. I want to personally thank all the members of the BB-62 Veterans Association who helped raise \$4,000 for this new exhibit. As you may recall, due to the rise of material and labor costs, the price of the new exhibit grew from \$5,000 to \$10,000. Thank to a generous donation of \$6,000 from the Camden County Open Space Grant, we now have the needed funds to produce the Vietnam Exhibit.

At this time we have identified all the artifacts that will be going into the exhibit and are working on producing the text panels and other graphics. As of now there is no set time as to when the

exhibit will be completed, but we are hoping to have the Vietnam Exhibit help us herald in the museum's twelfth season in 2013.

I am incredibly excited to share the story of the immense role the *New Jersey* played in Vietnam, the only Battleship in commission in the world during that war. We will keep you posted as to the progress of this exhibit and once it is open I invite you all to return to your ship to help us tell another chapter in the legacy of the USS *New Jersey*!

JASON W. HALL

Vice President

Curatorial Affairs & Education



McDonnell Douglas F- 4 Phantom III



Republic F- 105 Thunderchief

LETTER TO THE EDITOR

My Story That May Be Of Interest To Shipmates That Read The Bounce

I was a GM3 in 1st Div. turret one from commissioning to decommissioning of The *USS New Jersey*, BB 62. During the Vietnam deployment we expended roughly 2000 of 16 inch rounds while on line. At an avg. of 1800 lbs. each round, that equates 3,600,000 lbs. of ordinance for the 16's alone. This does not including what the 5 inch mounts coughed out.

While on station and loading I always wondered where the hell all of these things were going.

On one of my trips to the reunion I met a new comer to our group from Kissimmee, Fla. He was George Benjamin Jr. and as we were introduced and talked about where we were and who we were with I told him I was a gunners-mate from turret one on the *USS NEW JERSEY* BB62. He shook my hand and dropped to one knee, I was shocked, he was a Marine, CLP. George Benjamin (#2161055) B Co. 1/4 3rd Mar. Div. 3rd Bn. Recon Scouts. He said he wanted to thank me for saving his life! Oh, that's where he were going! Now for the story he wrote for me, the spellings on some of the places may be incorrect but bare with me.

TO THE BRAVE MEN OF THE *USS NEW JERSEY*

From USMC 44 years later.

On Nov. 26, 1968, nine men and one sniper team were transported via "chopper" at Con Tien for a mission into North Viet Nam.

Our mission was to take out "Cadres officer" that was in charge of 2000 NVA troops harassing Con Tien, Giv Lynh, C2, and Washout Bridge.

We left early Nov. 27 and after departing the choppers marched "9 clicks" toward Highway 1 and Freedom Bridge. There we acquired a young lady whose parents had been killed by the Viet Cong - she was a "Hooker". At night fall we moved north about a "click" and found a building where the NVA and their officers were enjoying young ladies that were "pleasuring" them. We discovered a separate building for the head officer and his aids. The young lady that was with us mingled in with the others and lured the lead NVA officer into a deep drunken stupor while "shacked up." He was so drunk he passed out about 1 AM. We snuck into his quarters and put nitrous oxide on his face so it would appear that he had a heart attack. He expired, we left quickly with the "young lady" and proceeded south for extraction. On the way out two NVA Majors were coming into the quarters, I shot them point blank and that alerted the NCOs' we fled fast!

Within 10 minutes the NVA troops were chasing us, we "leaped frogged" (cover man from back to front rotation) the best we could however 17 to 23 "AK'S on your ass is scary!

I called in for help from Con Tien & Gio Lylin however they said I was out of mortar range and the "175's" were not available and the tanks couldn't help either. All of a sudden on the "jerick 25" a "S.O.G. group interrupted and said MAC V could

help as we continued to evade the enemy.

I gave them my heading, and azimuth. They called in a fire mission for the *USS New Jersey*. Immediately I heard something like a train in the sky. I had never heard anything like that, I was frightened, suddenly rounds came in on target and NVA bodies were flying, this slowed them down. The second volley from the *New Jersey* hit the main column chasing us. This scared them so much that they hesitated and started to regroup. I gave the map coordinates of the NVA's regrouping. Three rounds one after the other were direct hits. This destroyed the NVAs and the pursuit was over. This was the best shooting that I have ever seen. To this day, I can't thank the men of the *USS New Jersey* enough. They saved the lives of eleven men and one young lady. You can really say, the *New Jersey* had our backs!!!!!! We ran 11 clicks with your cover and this was north of the DMZ.

When we got back to base camp we were informed that we had taken out two majors and a colonel. Uniform symbols of their rank were obtained from their canvas covers of their hats. They were in charge of at least 800 men in their area.

Thank God for the *USS NEW JERSEY!!!*

CLP. George Benjamin
3rd Division, US Marines

P.S. The Colonel and two Majors were Russians. I would like to donate some artifacts to the ship that helped Marines!.!!!!



LETTERS TO THE EDITOR (continued)

An Army friend of mine told me a story from Vietnam. He was an advisor to a Vietnamese ranger company and was working the coast near the DMZ. The unit came under heavy VC/NVA fire and was totally pinned down. He got on the radio to "call for fire support - air, artillery, it didn't matter - they just needed fire support!"

He could not raise the artillery fire base that was to support his mission nor could he contact the FAC (Forward Air Controller) flying

somewhere in the area or the air liaison officer at the fire base. Things looked pretty grim until he heard an unfamiliar voice on the radio. The voice said "We will take that fire mission." My friend gave the coordinates and about a minute later "a freight train came through the air traveling sideways" - my friend's words, not mine - and landed on target with a horrendous explosion! The ground shook and everyone was asking "What the hell was that?" He found

out shortly afterward it was the USS Missouri roughly 15 miles off the coast who was providing fire support. My friend told me the VC/NVA quickly broke contact and fled. True account unless my friend was bulling me.

See ya! Ron Sommer

We all know that the USS Missouri did not participate in the Vietnam conflict and it was the USS New Jersey that save them.

ACKNOWLEDGEMENT

I would like to acknowledge the following for their contribution and support throughout the reunion and providing photographs and information for the Bounce:

Kathy LaBat:	supplying many of the photos throughout the Bounce.
Ernie Dalton:	supplying both photos and information for the Bounce.
Steve Sheehan:	use of his copy of the 'Dreadnought 68 - 69.
Mark Babcock:	directing both the photo shoot and bus operations.
Jim Gallucci:	providing all the snacks and soda for the Hospitality Room.
WAWA:	supplied all the snacks and soda for free for the Hospitality Room.
Jean & Pete Vance:	manning the welcome aboard desk and small stores facility throughout the reunion.
Mike Prime:	for manning the small stories facility throughout the reunion



Grumman F4F Wildcat (WW II Naval Fighter)



Supermarine Spitfire (WW II British Fighter)



**North American P-51 Mustang
WW II Air Superiority Fighter**

SCHOLARSHIP RECIPIENTS

There were eight applications for the USS New Jersey Veterans, Inc. scholarship this year. The applicants represented a broad

cross-section of the Class of 2012. The Scholarship Committee recommended and the Board of Directors approved awarding two

\$1000.00 scholarships to the following:

KATHERINE BAUTISTA (from DeLand, Florida)

Katherine is the daughter of Sandra and Joel Bautita and the granddaughter of USS New Jersey Veteran Cliff Richardson. Katherine graduated from DeLand High School 3rd in her class of 540 students

While at Deland High School, Katherine was a member of the National Honor Society and Spanish National Honor Society. She was a member of the Student Government Association. She went on a mission trip to Honduras. It was on this trip that she decided to become a physician. Last summer she participated in a program at the University of Florida working directly with a pathologist.

Katherine is attending the University of Florida where she will major in Pre-Med and Public Health.



Katherine and her Grandfather Cliff Richardson

Congratulations Katherine

BAILEY EVANS (from Homestead, Florida)

Bailey is the daughter of Kimberly and Evan Evans and the granddaughter of USS New Jersey Veteran Kenneth A. Hobbs. Bailey graduated from Palmer Trinity High School with honors.

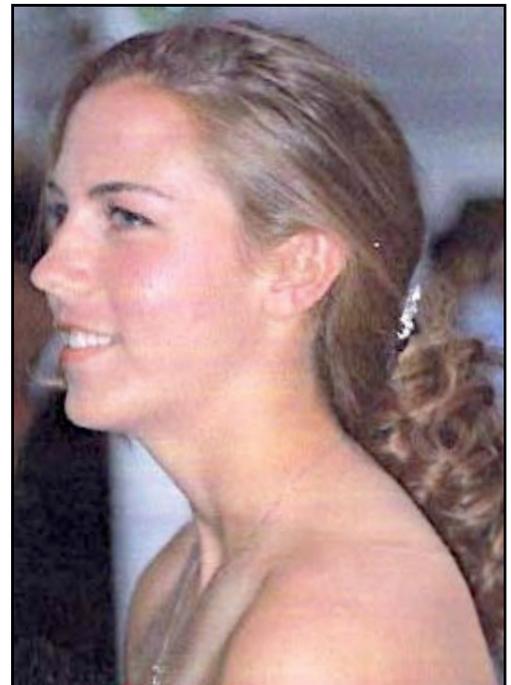
Bailey was a member of her school's Soccer, Volleyball, and Softball teams. She was awarded the Most Valuable Player, (numerous times) in all of these sports. In addition, Bailey volunteered at numerous

organizations which help the homeless. She also worked with Operation Smile, Right of Sight, and many other organizations.

Bailey is attending Oglethorpe University and majoring in Graphic Design, Studio Arts, and Marketing.

Congratulations Bailey

The organization wants to thank the two members of the Scholarship Selection Committee (Pam Calhoun and Patricia DiMaria) for their insight and hard work in selecting the winners. With so many highly qualified candidates this was a very difficult choice.



Bailey Evans

**SCHOLARSHIP RECIPIENT
TO THE VETERANS OF THE BATTLESHIP USS NEW JERSEY**

I would like to take this opportunity to thank you for selecting me as a recipient of the 2012 college scholarship. It is an honor to have been selected and this will greatly help with my college expenses. I am looking forward to attending Oglethorpe University in Atlanta Georgia and pursuing a degree in

Graphic Design. I am also excited to be able to play Goalie for the women's soccer team. I recently saw on the Internet that the Navy has an Arts and Photography program and was really intrigued by it. That is something I may pursue in the future once I have completed college. I am very proud to be the

Granddaughter of a Navy Veteran, Ken Hobbs and am very thankful for all veterans of the United States Armed Forces. Thank you again for this honor.

Sincerely

Bailey Evans



5 Inch Firing During Our Visit

HELP! We are lost somewhere below deck HELP!



Turret 2 Magazine

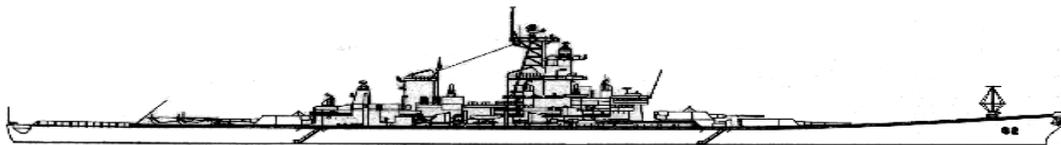
'Ho Chi Minh' See All These Lovely Gifts We Wanted to Give You



Mike Prime (1998)



USS Hornet launches B-25s (Doolittle Raid - April 18th 1942)



SCHOLARSHIP GUIDELINES, ELIGIBILITY, AND APPLICATION INFORMATION

In addition to the two scholarships that the USS New Jersey Veterans, Inc. provide, a third scholarship, THE RICHARD ESSER SCHOLARSHIP, will also be awarded. A committee appointed by the President will review the applications and make the selection. These selections will then be forwarded to the Board of Directors for approved. The selections will then be sent to members at the General Membership meeting for final approval.

Applications for the Scholarship Award must be received by the President no later than August 15, 2013

GUIDELINES:

- a. No committee member's family or relative is eligible for the award.
- b. Scholarship will be awarded to deserving students who have maintained a 'B' or '3.0' grade point average.
- c. Students must be a graduating senior, attending an accredited high school/vocational technical institution graduating in the class of 2013.
- d. Applications must be recommended by their high school guidance counselor.
- e. Award must be used at an accredited educational/technical institution for undergraduate studies.
- f. Awards are not available for graduate studies.
- g. The award will be paid directly to the institution selected.

Information and forms are only available on the Internet reference: WWW.USSNEWJERSEY.ORG

Publication will be accomplished through the USS New Jersey Veterans, Newsletter and aforementioned Home

ELIGIBILITY REQUIREMENTS:

- a. Any son, daughter, grandchild of a member in good standing, including children of a member in good standing who passed away during the current membership year.
- b. Must be a high school senior graduating in the Class of 2013.
- c. Official transcripts for the 11th and 12th grades must be submitted with the application.
- d. Must have two (2) academic references.
- e. Student's personal resume.
- f. Student's complete essay.
- g. Name and address of educational/technical institution to be attended.
- h. Graduation picture or equivalent.

The President will notify the Scholarship winners by phone with a follow up letter of confirmation.

APPLICATION SUBMISSION:

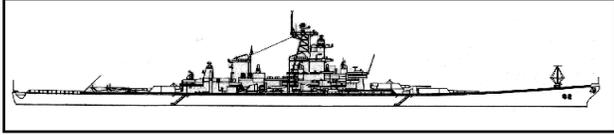
Eligibility requirements b, c, d, e, f, g, and h must be received by Steve Sheehan, President, 1209 Cumberland Rd, Abington, PA 19001 by August 15, 2013.

USS NEW JERSEY BB 62 NAME PLATE ORDER FORM

Complete this section by selecting the designed Name Plate for Crew Member, Associates, Spouse, or Guest.

Crew Member Plate 2.0 X 3.0 inches (White with Blue Letters)

Associate Member, Spouse, or Guest 1.0 X 3.0 inches (White with Blue Letters)



Pricing

All badges are \$5.00 each

Mail this complete order form and check to:

John Vance

1541 Hayden Rd. Deland, FL 32724

Phone: 386-0736-3231

Email: jvance916@cfl.rr.com

Make check payable to:

USS New Jersey Veterans, Org.

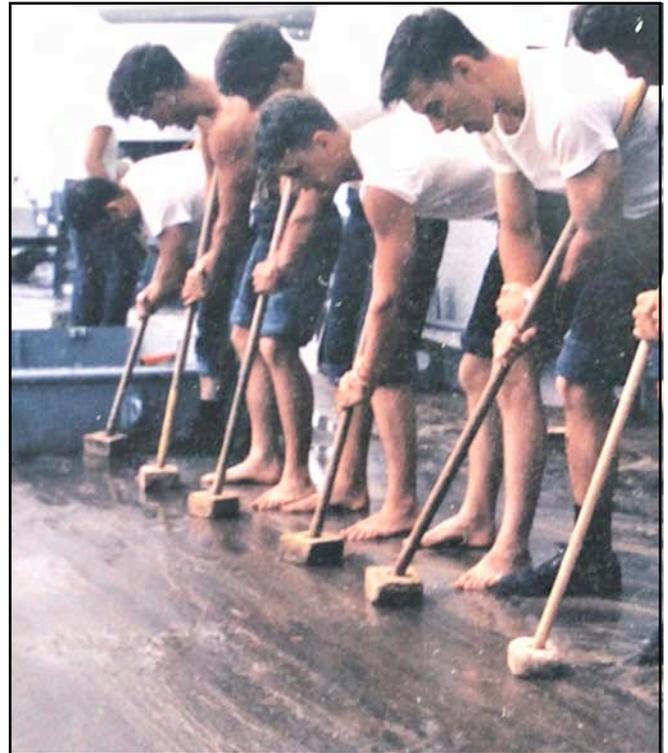
% John Vance

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

NOTE: Name Plate will be attached to your envelope at the Welcome Aboard Table



Life is Good Aboard the Jersey



Crew Keeping the Deck Clean

CITY HISTORY STRING

Mark Your Required History String (s)

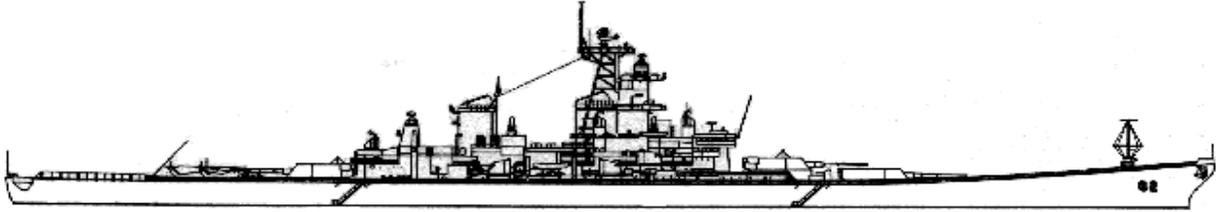
Indicate your required reunion history badge by placing an 'X' in the appropriate column next to the Reunion City

<u>City</u>	<u>Year</u>	<u>Crew</u>	<u>Associate</u>	<u>Guest</u>	<u>Plank-owner</u>
Long Beach, CA	1982	_____	_____	_____	_____
Atlantic City, NJ	1984	_____	_____	_____	_____
Indianapolis, IN	1986	_____	_____	_____	_____
New Orleans, LA	1988	_____	_____	_____	_____
Dayton, OH	1990	_____	_____	_____	_____
Nashville, TN	1992	_____	_____	_____	_____
Cherry Hill, NJ	1993	_____	_____	_____	_____
San Diego, CA	1994	_____	_____	_____	_____
Norfolk, VA	1995	_____	_____	_____	_____
Fort Mitchell, KY	1996	_____	_____	_____	_____
Danvers, MA	1997	_____	_____	_____	_____
Colorado Springs, CO	1998	_____	_____	_____	_____
Seattle, WA	1999	_____	_____	_____	_____
Daytona Beach, FL	2000	_____	_____	_____	_____
Branson, MO	2001	_____	_____	_____	_____
Cherry Hill, NJ	2002	_____	_____	_____	_____
Las Vegas NV	2003	_____	_____	_____	_____
Washington, DC	2004	_____	_____	_____	_____
Valley Forge, PA	2005	_____	_____	_____	_____
San Antonio, TX	2006	_____	_____	_____	_____
San Diego, CA	2007	_____	_____	_____	_____
Cherry Hill, NJ	2008	_____	_____	_____	_____
Jacksonville, FL	2009	_____	_____	_____	_____
Nashville, TN	2010	_____	_____	_____	_____
Hilton Head, SC	2011	_____	_____	_____	_____
Cherry Hill, NJ	2012	_____	_____	_____	_____
Norfolk, VA	2013	_____	_____	_____	_____

NOTE: History Badge are \$2.00 each

Total Badges Selected _____ X \$2.00 each = Total Cost _____

**Mail this complete order form and check to: USS New Jersey Veterans, Org.
 % John Vance, 1541 Hayden Rd, Deland, FL 32724
 Phone: 386-736-3331, Email: jvance916@cfl.rr.com**



**USS NEW JERSEY VETERANS, INC
MERCHANDICE IN SMALL STORES**

GOLF SHIRTS - Embroidered on front over pocket available in navy blue, green, tan, light blue, maroon, white.
 Sizes- medium, large extra large and xx-
 large \$23.00

T-shirt - light blue, tan maroon, white, green, Sizes - medium, large, extra large and xx-large \$19.00

SWEATSHIRTS - CALL FOR COLOR AND SIZE AVAILABLIY \$23.00

SWEATERS - - CALL FOR COLOR AND SIZE AVAILABILITY \$37.00

SATIN BASEBALL JACKETS - NAVY BLUE. CALL FOR SIZE AVAILABILTY \$38.00

 ----PLEALADIES SHIRTS

SCOOP NECK TEE - SHORT SLEEVE, RED, YELLOW, BLUE, AND BLACK MEDIUM, LARGE, XLARGE
 AND XXLARGE \$21.00

SCOOP NECK TEE - LONG SLEEVE RED YELLOW, BLUE, AND BLACK - MEDIUM , LARGE, X LARGE
 AND SS LARGE # \$21.00

CALL FOR NEW COLORS

 ----HATS - NEW JERSEY ON FRONT -- KOREA, VIETNAM, AND LEBANON AND BACK \$14.00

 TOTE BAGS \$11.00

CHROME LICENSE PLATE FRAMES --BLUE BACKGROUND WITH WHITE LETERS
 BATTLE SHIP SAILOR ON TOP AND USS NEW JERSEY BB-62 ON
 BOTTOM \$10.00

**PLEASE ADD \$12.00 FOR SHIPPING
 PLEASE CALL FOR AVAILABILITY OF SIZE AND COLOR**

**MAKE CHECKS PAYABLE AND MAIL TO:
 USS NEW JERSEY VETERANS, INC
 C/O JOHN VANCE, 1541 HAYDEN ROAD, DeLAND FL 32724
 PHONE 386-736-3231
 E-MAIL: jvance916@cfl.rr.com**

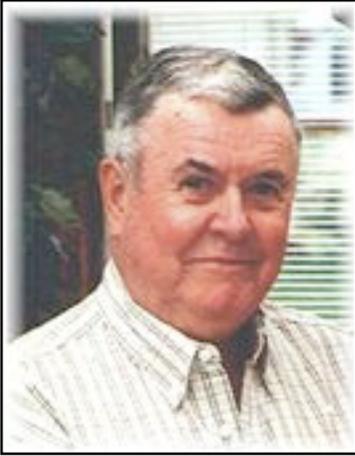
**WELCOME ABOARD NEW MEMBERS
to the
USS NEW JERSEY VETERANS ORGANIZATION, INC.**



CH-46 Sea Knight Landing on Flight Deck of the USS New Jersey Vietnam (1968)

<i>Robert N. Cloud</i>	<i>E Div</i>	<i>Vietnam</i>	<i>Phoenixville, Pennsylvania</i>
<i>Marc Desrosier</i>	<i>E Div</i>	<i>Vietnam</i>	<i>Coventry, Rhode Island</i>
<i>J. E. Donnelly</i>	<i>Volunteer</i>		<i>Mt. Laurel, New Jersey</i>
<i>Jim Fotopoulos</i>	<i>E Div</i>	<i>Korea</i>	<i>Palos Heights, Illinois</i>
<i>William J. Good</i>	<i>A Div</i>	<i>Korea</i>	<i>Hialeah, Florida</i>
<i>Ted A. Jones</i>	<i>E Div</i>	<i>Lebanon</i>	<i>Alexandria, Virginia</i>
<i>Kenneth D. King</i>	<i>E Div</i>	<i>Lebanon</i>	<i>Carroliton, Virginia</i>
<i>William Larkin</i>	<i>1 st</i>	<i>Korea</i>	<i>Mount Airy, Maryland</i>
<i>Robert Lowe</i>	<i>Aux. Div</i>	<i>Lebanon</i>	<i>Ocean Springs, Missouri</i>
<i>Howard LaFianza</i>	<i>OE Div</i>	<i>Korea</i>	<i>West Mifflin, Pennsylvania</i>
<i>Eric McGuire</i>	<i>2 nd & SS Div</i>	<i>WW II</i>	<i>Alpine, New Jersey</i>
<i>Joseph Ploucha</i>	<i>Associate</i>		<i>Harleysville, Pennsylvania</i>
<i>Manuel Rocha</i>	<i>2 nd</i>	<i>WW II</i>	<i>Raynham, Massachusetts</i>
<i>Harold Pete Schumacher</i>	<i>M Div</i>	<i>Korea</i>	<i>Port Charlotte, Florida</i>
<i>Mike Shellenberger</i>	<i>B Div</i>	<i>Lebanon</i>	<i>Atoka, Tennessee</i>
<i>Dennis D. Snyder</i>	<i>E Div</i>	<i>Vietnam</i>	<i>Fairmont, Minnesota</i>
<i>Clifton Townes</i>	<i>E Div</i>	<i>Lebanon</i>	<i>Orlando, Florida</i>
<i>Carol Ubertaccio Hathaway</i>	<i>Associate</i>		<i>Green Village, New Jersey</i>

Richard (Dick) John Esser



**Dick Esser
Director
Past President**



Hilton Head Memorial Service (2011)



**On Board The
USS New Jersey
Korea (1951)**

Richard "Dick" John Esser, 82 years of age, and a resident of Lorain, passed away May 21, 2012 at New Life Hospice Residential Center in Lorain following a brief illness.

He was born May 31, 1929 in Lorain, Ohio. Dick was raised in Lorain and graduated from Lorain High School in the class of 1948. After graduating, he attended Fenn College in Cleveland. Dick proudly served in the [United States Navy](#) during the [Korean War](#) aboard the USS New Jersey BB-62.

Dick was instrumental in obtaining the USS New Jersey, the most decorated battleship in United States Naval history, to be preserved as a floating Museum and Memorial for

future generations to enjoy and learn the history of this great ship.

In addition, Dick devoted unlimited energy into the establishment and preservation of the USS New Jersey Veterans Organization, Inc. Dick served eight years as president of the Veterans organization and continually provided guidance to keep the organization on an even keel and headed in the right direction. He took great pride in conducting the annual Memorial Service to ensure that the deceased crew members received the proper respect they deserved.

Dick also served in the Naval Reserves for seven years. In 1976, he and his wife, Marilyn, started the highly successful Dick Esser Plumbing Company. He managed

the daily operations of the company for twenty-five years before retiring in 1999. Dick was a retired twenty-two year member of the Plumbers Local # 42. He was also a member of the Veterans of Foreign War Post # 1662, a life member of the American Legion Post # 118. A member of the Amherst and Lorain Elks.

His hobbies included boating, fishing, playing poker, and traveling. However, his greatest joy was spending time with his family, especially his grandchildren.

The organization and each individual within the organization understands that they have lost an outstanding leader, and a shipmate which will be sorely missed.



Admiral W. Lewis Glenn, Jr.



Admiral W. Lewis Glenn, Jr., was the youngest Commanding Officer of the Battleship New Jersey (BB-62). He commanded the ship from 1986 until 1988. During his

career, Admiral Glenn Jr. had received five Legion of Merit awards and the Bronze Star with a Combat 'V'.

He died on May 15, 2012, at the age of 71, while surrounded by his family at the Carriage Club Nursing Home in Charlotte, North Carolina.



CH-46 Sea Knight Landing on Flight Deck of the USS New Jersey (Vietnam 1968)



Night Firing off Coast of Vietnam



Kingfish (WW II Scout Plane)

USS NEW JERSEY BB-62 TAPS LISTING



<i>Eleanor Balogh</i>		<i>Associate Member</i>	<i>Painesville, Ohio</i>
<i>Gary Blanchard</i>	<i>M Div</i>	<i>Vietnam</i>	<i>Appling, Georgia</i>
<i>Robert Brown</i>	<i>E Div</i>	<i>Vietnam</i>	<i>Baton Rouge, Louisiana</i>
<i>Hank Buckley</i>	<i>5 th Div</i>	<i>Korea</i>	<i>Newburgh, New York</i>
<i>Richard Canaday</i>	<i>9 th Div</i>	<i>WW II</i>	<i>Stone Mountain, Georgia</i>
<i>Dan Cooley</i>	<i>K Div</i>	<i>Korea</i>	<i>Millersburg, Ohio</i>
<i>William G. Cunningham</i>	<i>Commander- Communication Officer</i>		<i>Pittsboro, North Carolina</i>
<i>Charles Dorff</i>	<i>H Div</i>	<i>Korea</i>	<i>Warren, Minnesota</i>
<i>Joe Dugan</i>	<i>4 th Div</i>	<i>WW II</i>	<i>Clifton Heights, Pennsylvania</i>
<i>Dick Esser</i>	<i>M Div</i>	<i>Korea</i>	<i>Lorain, Ohio</i>
<i>Francis Evans</i>	<i>5 th Div</i>	<i>Korea</i>	<i>Moscow, Pennsylvania</i>
<i>Floyd Fields</i>	<i>M Div</i>	<i>WW II</i>	
<i>W. Lewis Glenn. Jr.</i>	<i>Admiral</i>		<i>Charlotte, North Carolina</i>
<i>Anthony Grasso</i>	<i>S-1 Div</i>	<i>Korea</i>	<i>Mansfield, Maine</i>
<i>Steve W. Hasty</i>		<i>WW II</i>	
<i>Larry Kalakauskis</i>	<i>B Div</i>	<i>Vietnam</i>	<i>San Diego, California</i>
<i>William A. Krieger Sr.</i>		<i>Korea</i>	
<i>Donald McBride</i>	<i>2 nd Div</i>	<i>WW II</i>	<i>Philadelphia, Pennsylvania</i>
<i>Charles Pace</i>	<i>B Div</i>	<i>Korea</i>	<i>East Orem, Utah</i>
<i>Alexander Wadas</i>	<i>H Div</i>	<i>Korea</i>	<i>Wheaton, Maryland</i>

BURIAL AT SEA PROGRAM

NAVAL MEDICAL CENTER PORTSMOUTH, VIRGINIA MORTUARY AFFAIRS

BURIAL AT SEA is a means of final disposition of remains, that is performed on United States Naval vessels. The committal ceremony is performed while the ship is deployed, therefore, family members are not allowed to be present. The commanding officer of the ship assigned to perform the ceremony will make notification to the family of the date, time, latitude and longitude, once the committal service has been completed.

*****ELIGIBILITY:** Individuals eligible for this program are: (1) active duty members of the uniformed services; (2) retirees and veteran who were honorably discharged; (3) U.S. civilian marine personnel of the Military Sealift Command; and (4) dependent family members of active duty personnel, retirees and veterans of the uniformed services.***

*****HOW TO GET STARTED:** After the death of the individual, for whom the request for Burial-at-Sea is being made, the Person Authorized to Direct Disposition (PADD) may complete the enclosed the Burial-at-Sea Request Form. Supporting documents which must accompany this request are: (1) a photocopy of the death certificate; (2) the burial transit permit or the cremation certificate; and (3) a copy of the DD Form 214, discharge certificate, or retirement order.***

BURIAL FLAG: A Burial Flag is not required for committal services performed aboard United States Naval vessels, with the exception of family members who are not authorized a burial flag. However the PADD may wish to send a flag with the remains/cremains to be used during the committal service. Following the services at sea, the flag will be returned to the PADD. The ship will not provide a flag if the PADD does not wish to send a burial flag for the service.

CREMATED REMAINS (Cremains): Cremains must be in an urn, or plastic/metal container to prevent spillage in shipping. The cremains, along with the completed Burial-at-Sea Request package, and the burial flag will be forwarded to the Burial-at-Sea Coordinator at the desired port of embarkation (listed below). Prior to shipment, it is recommended that a phone call be made informing the coordinator of the pending request. It is also recommended that the cremains package be sent via certified mail, return receipt requested.

INTACT REMAINS (Casketed): Specific guidelines are required for the preparation of casketed remains. All expenses incurred in this process are the responsibility of the PADD, who will select a funeral home in the area of the port of embarkation. After this selection has been made and notification has been provided to the coordinator, the casketed remains, the request form, supporting documents, and the burial flag are to be forwarded to the receiving funeral home. The coordinator will make the inspection and complete the checklist for the preparation of the casketed remains. It is recommended that funeral homes responsible for preparing and shipping intact remains, contact the Burial at Sea Coordinator in Portsmouth, Virginia to receive the preparation requirements.

Additional information and Burial at Sea Request Authorization Forms can be obtained by contacting Mike Prime, Director of Veteran Affairs, 703 Seneca St., Fulton, NY 13069, Email bb62sailor13@aol.com.



Crew Member Checking Civil War Cannon



Enjoying the Welcome Aboard Dinner



