



USS New Jersey Veterans, Inc.

“THE JERSEY BOUNCE”

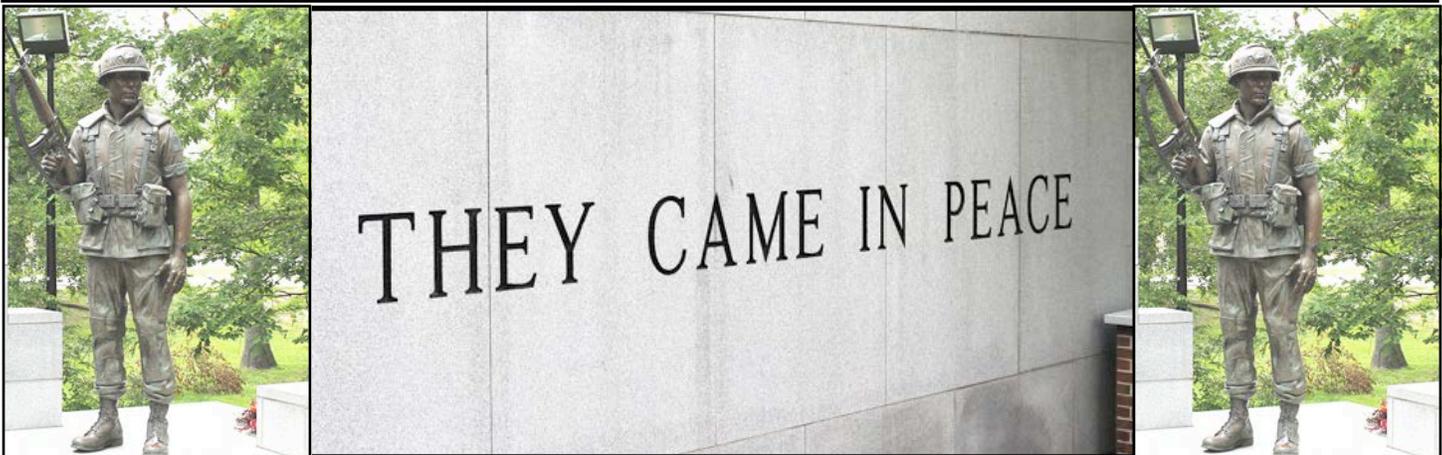
VOLUME XXVIII NO. 1

SPRING 2013

WWW.USSNEWJERSEY.ORG

President: Steve Sheehan

News Editor: Nick Rasch



Lebanon Veterans Memorial at Jacksonville, North Carolina

This Issue is Dedicated To Veterans Of The Lebanon Cruise (September 13, 1983 - May 5, 1984)

The 27th reunion will be held at the Virginia Beach/Norfolk Holiday Inn and Conference Center September 11 through 15, 2013. The reunion committee has planned three tours in an effort to ensure that everyone has an opportunity to visit interesting areas. This provides visitors opportunities to visit Naval Ships (our sister ship the USS Wisconsin BB 64), Museums and other historical sites. Virginia Beach is considered one of the premier beaches on the entire Atlantic Seaboard. The reunion committee has provided an opportunity to revisit the Norfolk Naval Base, or just relax and enjoy the surf, sand, or maybe a fishing excursion or a round of golf. Your call, but just too much to see and do in 5 days.

The Directors and Reunion staff worked very hard to make this a great reunion (at a fraction of the cost of previous reunions) and want everyone to thoroughly enjoy themselves. See you in Virginia Beach.



Pearl Harbor, Hawaii



Our Sister Ship, 'The Mighty MO' (BB 63)



USS New Jersey Test Firing a Tomahawk Missile, May 10, 1983 (Naval Archives #0162049)



Broadside at Dusk {Lebanon 1984--Naval Archives #016219}

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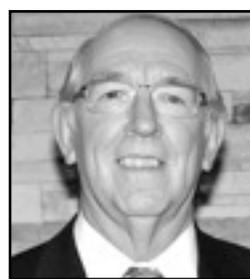
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USS NEW JERSEY VETERANS ORGANIZATION, INC.

OFFICERS



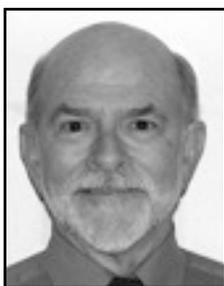
President/Director
Steve Sheehan (Mickie)
stevebb62comcast.net



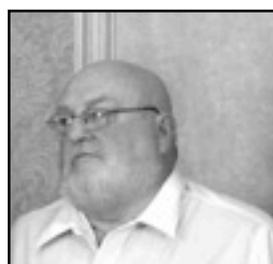
Vice President/Director
Bob Dingman (Judy)
bdingman@metrocast.net



Treasurer/Director
John 'Pete' Vance (Jean)
jvance916@cfl.rr.com



Liaison Director
Bill Meredith
wam@rochester.rr.com



Secretary/Director
A. J. Smith (Mariann)
asmith1947@comcast.net



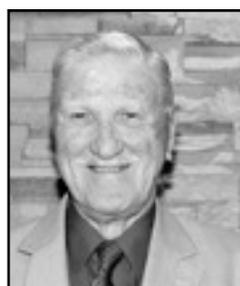
Membership/Advisor
Garry Blaylock (Louise)
garryblaylock1@gmail.com



Small Stores/Director
John 'Pete' Vance (Jean)
jvance916@cfl.rr.com



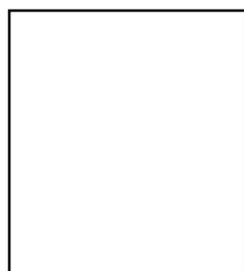
Master at Arms/Advisor
Ray Kehoe (Rita)
rjk428@yahoo.com



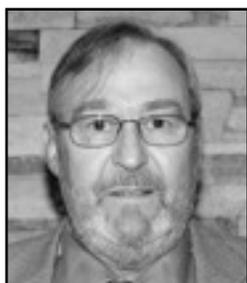
News Editor/Advisor
Nick Rasch (Sylvia)
triengr@aol.com



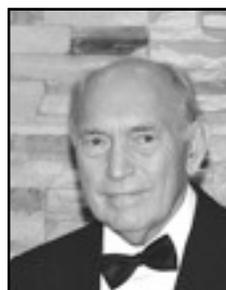
Web Master/Advisor
Ed Campbell (Irene)
edcampbell@prodigy.net



Veterans Affairs/Advisor
Vacant



Seating Coord./Advisor
Bill Myers (Mary)
walliamjmye@msn.com



Reunion Coord./Director
Joe DiMaria (Maureen)
joedimaaria@msn.com



Chaplain
Felix Bautista (Kay)
fkhollyrollers-fk@yahoo.com

In an effort to simplify communications the organization has established a depository system. All correspondence should be sent to the following address: Mr. Steve Sheehan, 1209 Cumberland Rd., Abington, PA 19001

**USS NEW JERSEY VETERANS, INC.
Statement of Financial Activities
For the Year Ending December 31, 2012**

Goodfellow & Company, CPA, Inc. has compiled the balance sheet of the USS New Jersey Veterans, Inc. as of December 31, 2012, and related statement of activities for the year. This was in accordance with

Statements of Standards for Accounting and Review services issued by the American Institute of Certified Public Accountants. All information included in this financial statement is the

representation of the management of the USS New Jersey Veterans, Inc. If you have any question or concerns about this statement please contact Mr. John P. Vance, Treasurer.

**SUMMARY OF ACCOUNTS
YEAR 2012**

BALANCE (JANUARY 1, 2012) \$ 50,199.20

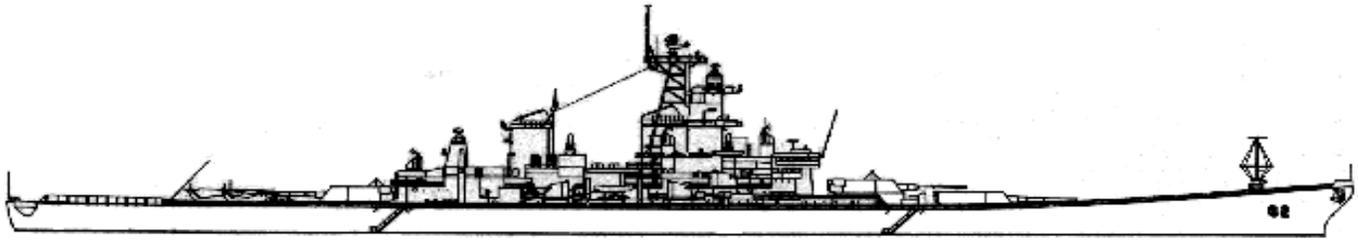
INCOME

DUES	\$ 16,200.00
SHIP STORE	\$ 5,421.95
SHIP STORE POSTAGE	\$ 377.55
DONATIONS	\$ 200.00
50/50	\$ 3,446.00
2013 REUNION	\$ 200.00
SHIP MAINTENANCE	\$ 1,995.00
ESSER SCHOLARSHIP FUND DONATIONS	\$ 2470.00
2012 REUNION	\$ 28,673.65
INTEREST	\$ 55.96
TOTAL INCOME	\$ 59,040.11

EXPENSES

POSTAGE	\$ 56.89
SHIP STORE	\$ 4,467.75
OFFICE	\$ 391.81
REUNION REFUNDS (2012)	\$ 491.00
BOUNCE	\$ 9,532.26
PROMOTION	\$ 731.62
SHIP STORE POSTAGE	\$ 227.10
2013 REUNION PLANNING	\$ 1,185.94
SCHOLARSHIPS	\$ 2,000.00
DUES EXPENSES	\$ 866.99
2014 REUNION	\$ 866.70
SHIP STORE REFUND	\$ 22.65
2012 REUNION	\$ 32,881.99
TOTAL EXPENSES	\$ 53,722.70

BALANCE (JANUARY 1, 2013) \$ 55,516.61



HELP! WE NEED YOUR HELP

Gentlemen, it is time to step up to the plate. Pete Vance, Small Stores Director has experienced severe health problems and cannot continue handling the Small Stores in addition to being the organizations treasurer.

After the 2008 reunion Pete reluctantly took over the Small Store when Mr. John Chase suddenly resigned from that position. Pete feels confident that his health problems will permit him to continue as treasurer but he cannot continue handling both positions.

Pete has been doing an outstanding job as treasurer and fortunately has saved the organization significant monies. I have personally asked him to continue on as treasurer, health permitting.

The Small Stores has been an integral part of the organization since it was organized. It provides both an opportunity for our members to purchase unique clothing items associated with the *USS New Jersey*, and supplies needed scholarship funds.

Baseball caps, golf shirts, etc. are just a few of the items that are integral to the Small Store.

This is a critical request.

Both the organization and I need your help to resolve this problem and be positioned to continue providing our members with quality items related to the ship.

Steve Sheehan

President



SYNOPSIS OF LEBANON'S HISTORY

Chronology of Lebanon by Nick Rasch

Lebanon

Lebanon is a very small country on the Eastern end of the Mediterranean Sea. Is Lebanon important to the United States? Is it a strategic country that we should protect? What military value does it possess? Is it vital to our homeland security?

These are questions that only the Leaders at the State Department and Department of Defense have to address. Fortunately, we *New Jersey* sailors don't have to belabor these issues, we only have to follow orders and do the best in whatever our tasks or assignments require.

Ancient History

The area we now know as Lebanon has been inhabited since prehistoric times. Around 2000 BC, the Phoenicians were the first well known group of people to inhabit the area. They were seafaring traders and explorers. Around 1800 BC other powers included the Egyptians, Hittites, Assyrians, Babylonians, Persians, Greeks, and Romans took turns controlling the area. There were even Crusaders from Europe passing through in the hope of regaining the nearby Holy Land. The area was considered very valuable as it provided an outlet to the Mediterranean Sea.

Around 1500 AD the Ottomans conquered Lebanon and made it part of the Ottoman Empire. It remained under Ottoman control until the conclusion of WW I. With the defeat of the Germans and their allies (Turkey) the land became controlled by the French and British.

Modern History

During the French control period the Lebanon economy thrived, it

became a center of trade and finance.

In 1922 Lebanon gained its independence. The population consisted of Christians and Muslims and a joint form of government was established.

The country remained peaceful until 1958 when a large group of Muslims rebelled against the government. In July the United States sent thousands of Marines to Lebanon at the request of the Lebanon government. The U.S. intervention helped restore peace and the Marines departed in October.

In 1969 the Palestine Liberation Organization (PLO) attacked Israel from the south of Lebanon. The Israelites attacked the PLO and forced it back to the Beirut area. The Muslims in Lebanon coalesced with the PLO into a very powerful organization. The Christians opposed the presence of armed PLO members in Lebanon. Syria sent in troops to stop the fighting. Civil war was raging. Christians fighting the PLO and Muslims. Muslims fighting Syrian's, Israelites fighting the PLO. It seemed like everyone was fighting everyone with NO rhyme or reason.

Finally, the United Nations sent a peacekeeping force to Lebanon in 1978.

In 1982 a large Israeli force invaded Lebanon and drove the PLO forces out of the southern part of the country. The Israelis demanded that the PLO leave Lebanon. The Israelis remained as a buffer



between the Christian and the PLO, Muslims and Syrian force.

Lebanon leaders were continually being assassinated. This led to a massacre at the Sabra and Shatila refugee camps. The Israeli forces were aware of the massacre but chose not to intervene.

The United States, France, Italy, and the United Kingdom sent troops (in addition to the Syrian and Israeli troops that had remained in Lebanon) to help ensure that the PLO could leave the country safely.

The foreign troops were continually being harassed with deadly bombings, sniper fire, and grenades. On October 23, 1983 a suicide bomber crashed a truck loaded with explosives into the U. S. Marine headquarter at the Beirut airport killing 241 Marines, sailors, and soldiers (**This was when Chief Gorchinski was killed**). The same

day a second suicide bomber crashed a truck loaded with explosives into the French barracks killing 58 paratroopers. On the 4th of November a suicide bomber hit the Israeli military headquarters in Tyre killing 28 Israeli troops.

In a period of just 12 days the UN peacekeeping forces had lost 328 troops. Car bombs or roadside bombs quickly became the terrorist's favorite weapon.

In February 1984 the Muslims forces took control of Beirut from the Lebanon government. With that the United States, United Kingdom, France, and Italy pulled their troops out of Lebanon.

In 1991 the Lebanon Army defeated the Palestinians in a series of battles and disarmed them. This ended most of the fighting.

Fighting, assassinations, and upheaval continued throughout the country with the Hezbollah continuing to fight the Israelis in southern Lebanon.

At this writing the Syrians are heavily engaged in a civil war with rebels trying to overthrow the government. In addition, the area has experiencing what is called "Arab Spring" with the overthrow of the Egyptian, and Libyan governments. To say the

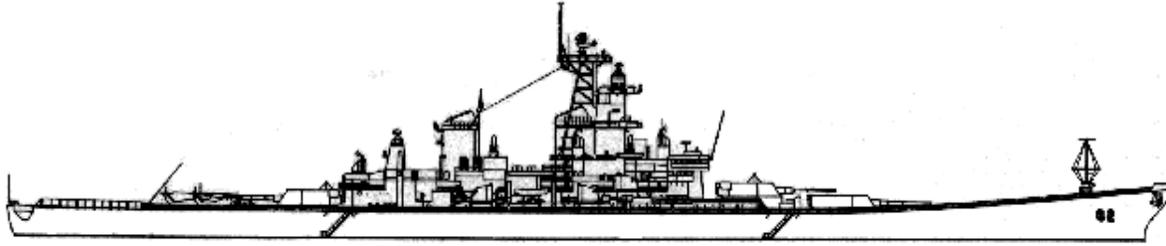


**Results of The Lebanon Civil War
Damage in Beirut Caused By Civil War**

least the entire area is unstable and violence is the Plan of the Day.



USS New Jersey Off The Coast Of Lebanon In The Mediterranean Sea (Naval Archive 016217)



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.

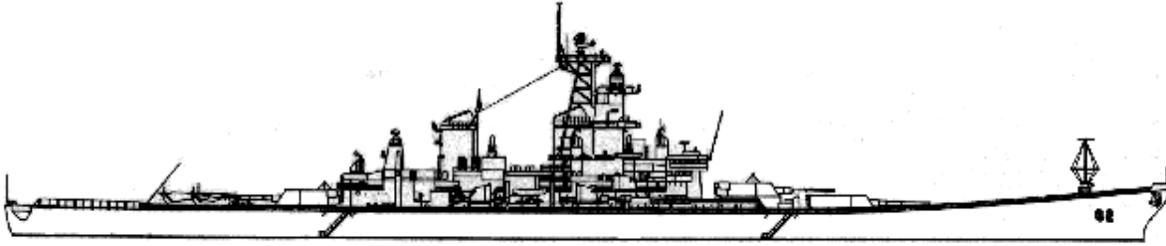
Cancellation Policy requires notification 72 hours prior to scheduled arrival

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.

INFORMATION FOR SEATING

PLEASE COMPLY WITH THE FOLLOWING INSTRUCTIONS:

1. Paid meal reservation must be made prior to seating.
2. Request for Banquet seating will be accepted between July 1 and August 10, 2013

NOTE: Anyone requesting handicapped seating must notify the Seating Chairman prior to August 11, 2013

3. When requesting group seating, including family members or friends **ONLY ONE PERSON** per group should apply. Please list all individuals by name.

Check to ensure that everyone within the group has made and paid for their meal choice prior to making a seating request. This will reduce/eliminate confusion when individuals within the group either have not made reservation or made the reservations at the last minute.

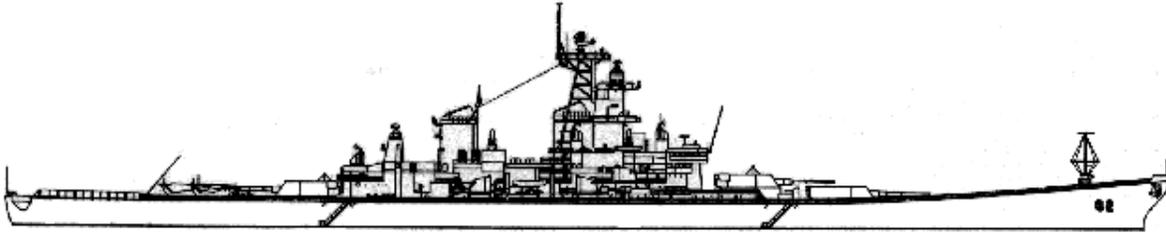
TABLE ASSIGNMENTS WILL NOT BE MADE UNTIL EVERYONE WITHIN THE GROUP HAS MADE AND PAID FOR THEIR MEAL RESERVATION.

4. Seating requests can be made through E-Mail, telephone, or letter.

NOTE: Messages left on an answering machine are not always reliable.

5. Send the names of all the individuals to the seating coordinator (**8 persons per table**)
6. **Please make every effort to submit your reunion reservation and any seating request by the posted date's deadline. We will make every effort to accommodate you request, however we cannot guarantee you will be seated where you requested or even with your era if you request is received after the deadline.**

Bill Myers
Banquet Seating Chairman
4021 Vernon Ave., Omaha, NE 68111
Phone # 402-676-0082
E-mail, williamjmye@msn.com



USS NEW JERSEY VETERANS ORGANIZATION, INC.

PLAN OF THE WEEK

Wednesday September 11, 2013

Check in day – Holiday Inn Virginia Beach, VA

- 0900 Registration, Small Stores, Hospitality Room opens (Shenandoah)
- 1400 Directors Meeting (Salon A)
- 1630 Registration, Small Stores, Hospitality Room closes
- 1900 Welcome aboard Reception (Executive Ballroom ABC)

Thursday September 12, 2013

- 0900 Registration, Small Stores, Hospitality Room opens (Shenandoah)
- 0800 Colonial Williamsburg & Jamestown Settlement
- 0830 Norfolk and Naval Base Tour
- 1630 Registration, Small Store closes
- 2300 Hospitality Room closes

Friday September 13, 2013

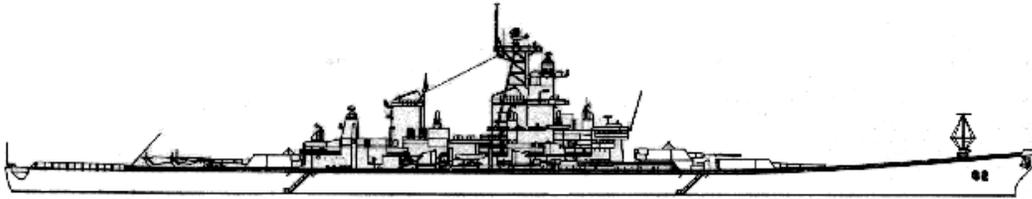
- 1000 Memorial Service Commence (Salon F)
- 1130 Ladies Tour Departs (Returning at 4:00 PM)
- 1130 Small Stores, Hospitality Rooms Open (Shenandoah)
- 1600 Small Stores Closes
- 2300 Hospitality Room closes

Saturday September 14, 2013

- 1000 Business Meeting (Salon A B)
- 1200 Small Stores, Hospitality Room opens (Shenandoah)
- 1500 Small Stores, Hospitality Room closes
- 1700-1900 Individual and Group pictures Location TBA
- 1830 Doors open 1700 Dinner Dance Banquet (Executive A B C)

Sunday September 15, 2013

HAVE A SAFE TRIP HOME AND HOPE TO SEE YOU NEXT YEAR



USS NEW JERSEY VETERANS ORGANIZATION, INC.

WELCOME ABOARD BUFFETT

Wednesday September 11, 2013

1830 Doors Open
1900 Serving Starts

Cash Bar

MENU

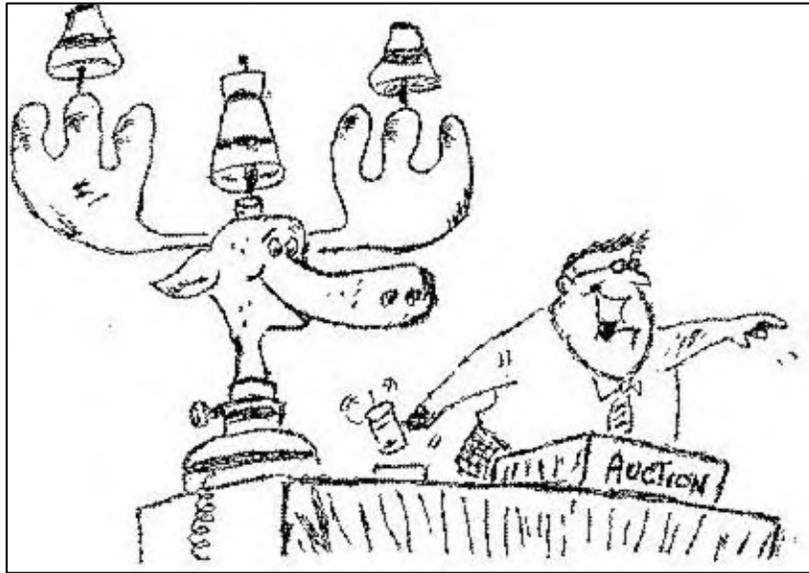
Salad
Stuffed Chicken Breast
(Spinach, mushrooms and leeks stuffed in a chicken breast)
Red Peppers, Coulis and Wild Rice Timbale
Chef choice of Starch and Vegetable
Warm Rolls and Butter
Coffee, Decaf, and Tea

DESSERT

Chef choice



BLIND AUCTION
All Funds From The Auction Go Directly Into The Scholarship Fund



“Sold to the gentleman with the hysterical Wife”

Wednesday Evening in Executive Ballroom A, B, & C immediately after the Welcome Aboard Reception

What is a Blind Auction, How does it work, why should I participate?

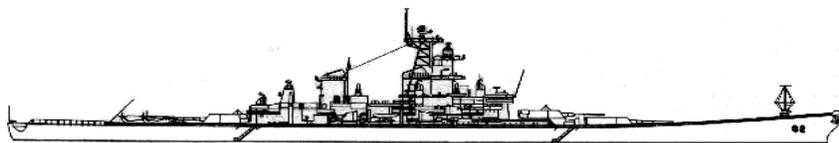
We would say it's exciting, different, innovative, and raises money for scholarships...
But you know the real reason is that you are guaranteed an outrageous bargain when you win.

- 1) Initially all items to be auctioned off are individually placed into paper bags and sealed by the auctioneer or his assistant.
- 2) The auctioneer peeks into the bag and gives a generic clue, of the contents, prior to auctioning off the package.
- 3) The participants bid on the sealed bag.
- 4) The participant that wins the bid, after paying, has the option of:
 - o Taking the unopened bag or trading, this bag, for any item previously auctioned off.
 - o If he/she selects a previously auctioned item, that individual gets the unopened bag and has to open it at that time and display the contents.
 - o This item or any previously auctioned item can be claimed by any following participant that wins a bid.
 - o The winner of the final sealed package can then choose to open the sealed package or take any previously won item.

NOTICE; All items must be clearly displayed throughout the auction.

All sealed packages have a value of \$25.00 or more.

Colonial Williamsburg & Jamestown Settlement Tour



The Susan Constant, Godspeed, and Discovery



A recreation of the Jamestown Village

Colonial Williamsburg

Depart at 0800 via motor coach with your tour guide for the charming town of Williamsburg. Your guide will provide interesting and informative narration during your ride about the historic Virginia Peninsula and the Hampton Roads area.

Once you arrive in Williamsburg you will step back into the 18th century while strolling through the streets of Colonial Williamsburg. Your historical interpreter will guide you through the past and the events that helped shaped America's history as you enjoy a one and one half hour leisurely walking tour through the restored area of this lovely colonial capital city (distance of approximately 4-5 blocks)

Following your guided tour, enjoy free time to shop and browse in the many unique specialty shops in Williamsburg's famous 'Merchants Square.' High quality apparel, gifts, jewelry, unusual quilts, beautiful

furniture and holiday decorations are but a few of the many offerings found in this quaint picturesque shopping area. Enjoy lunch on your own in Merchants Square. As you pass through the town, your guide will point out several of the dining options.

Jamestown Settlement

Spend the afternoon on Virginia's historic peninsula touring the famous Jamestown Settlement, established in 1607, this was the first permanent settlement in the new world.

You will enjoy touring the re-creation village of Jamestown which chronicles the nation's 17th century beginnings in Virginia in the context of its Powhatan Indian, English and west central African cultures. Jamestown represents a legacy of the language, culture and government.

Through an introductory film, '1607- A Nation Takes Root,' and

the expansive 30,000 square foot indoor exhibition galleries, you will discover the political, social and economic factors that led to the colonization of the new world. You will discover the culture of the Powhatan Indians (Coastal Virginia) at the time of the English arrival, and the first century of Virginia when Jamestown served as its capital.

History comes alive in the re-created Powhatan Indian village, a colonial fort, and the three ships - Susan Constant, Godspeed, and Discovery, that transported the English colonists to Virginia in 1607. Costumed historical interpreters demonstrate work and everyday life of the Era and engage visitors in a variety of activities.

Enjoy shopping in the beautiful giftshop for unique items that are

'Made in Virginia.'

Riding Tour of Norfolk & Naval Base



Tugs Pushing Aircraft Carrier to Pier

As you board your motor coach, at 0830, you will discover your tour guide. As you ride through the lovely historic & restored areas, the tour guide will help you learn about this seaport city's colorful 325 year history. View the stately homes along the Hague, Old St. Paul's Church, the Moses Myers House, the Chrysler Museum of Art, MacArthur Memorial, Freemason District, the restored waterfront area, as well as many other points of interest.

Next, visit Norfolk's premier (restored) waterfront attraction, Nauticus, the National Maritime Center. Nauticus is a unique and thriving campus of visitor attractions that explores the economic and natural powers of the sea. Features here include a series of ingenious interactive exhibits, shows, and theaters with various films. Also, housed here is the Hampton Roads Naval Museum.

Highlights of naval battles and exhibits of detailed ship models,



USS Wisconsin BB-64 at the Nauticus Visitors Center

artwork, and memorabilia are showcased in this museum. A true highlight of your visit to Nauticus will be a tour of, our sister ship, the Battleship Wisconsin, BB 64, This great ship saw action in WW II, the Korean War, and the most recently the Persian Gulf War.

The tour will continue with a visit to the Norfolk Naval Station (the largest installation in the world). The Naval Station is the headquarters of the Atlantic Fleet. Home Port to 78 ships, ranging in size from aircraft carriers down to submarines. The Naval Air Station houses 26 aircraft squadrons comprised of 133 aircraft.

The naval complex occupies over 8,000 acres of land and is the home to more than 100,000 military personnel. Your tour will take you past the 14 piers and through the Naval Air Station. You will also drive by the historic home built for the 1907 Jamestown Exposition on "Admiral's Row" which now house the flag officers.

Lunch is included at one of the clubs on base.

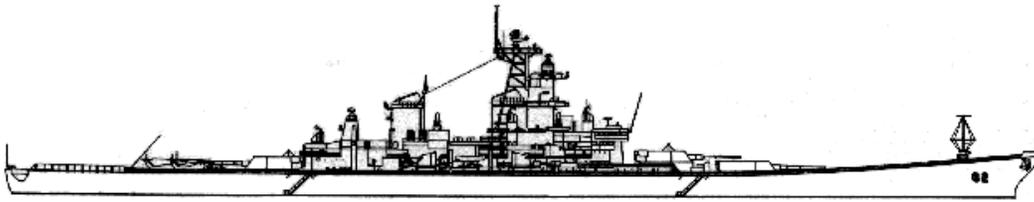
PLEASE NOTE

Due to heightened security measures. All passengers visiting the military installation must have a picture ID (driver's License, military ID, passport) and no bags other than pocketbooks or camera cases will be allowed on base.

Please, do not bring any pocket knives, scissors, or nail files. All persons are subject to personal search.

Mr. Joe DiMaria must have a list of names with city and state of residence of those going on the tour by July 31, 2013.

Please forward all information to Joseph DiMaria, 645 Brisa Ct. Chesapeake, Va. 23322 or joedimaria@msn.com



Special Ladies Tour



Norfolk Botanical Garden

Over the last few year it's been requested to have something for the Ladies. The Reunion committee has work hard to come up with what they believe will be a nice day out and something that the Ladies will really enjoy. We need a minimum of 25 guests to participate.

At 11:30 AM, board the motor coach with your tour guide and visit the charming "With Flair" Tea Room located in the heart of Great Bridge Chesapeake, and enjoy a festive meal of delectable cuisine

consisting of a wonderful assortment of finger sandwiches, desserts, and a flavored tea.

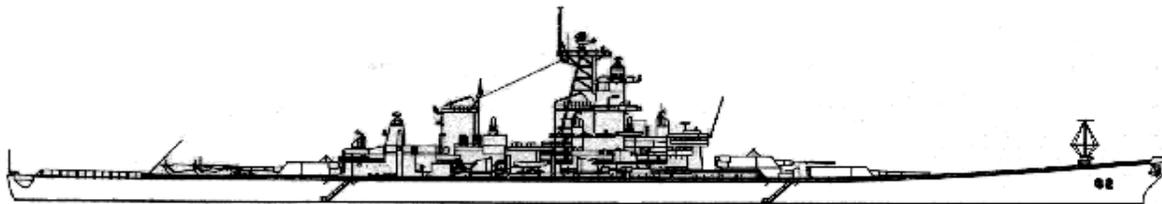
Shop in the Gift and Tea Boutique for specialty teas and other beautiful items.

Next, visit Norfolk Botanical Garden, which dates back to 1938 and is considered a premiere example of horticultural excellence. The Garden represents 155-acres of colorful landscapes, unusual flowers, mature forest and seasonal

plantings and features one of the largest collections of azaleas, camellias, roses and rhododendrons on the East Coast.

Enjoy a relaxing trackless train ride, and spend time browsing in the Garden Gift Shop which specializes in unique gifts and hard to find gardening books.

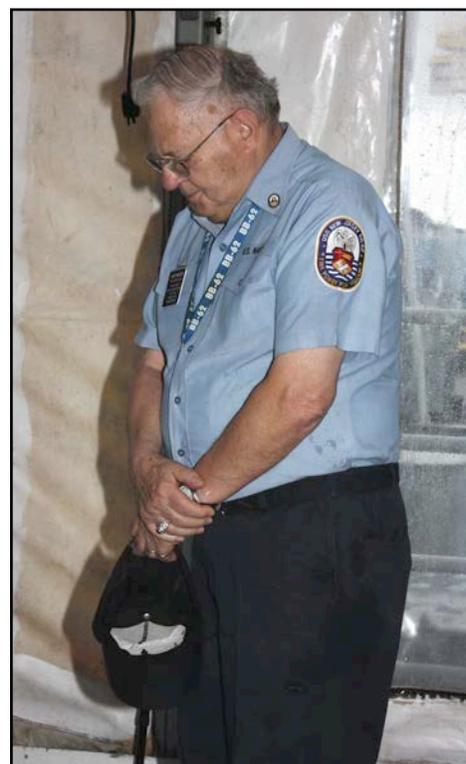
The price includes coach transportation, tour guide, admissions to the Botanical Garden, and lunch.

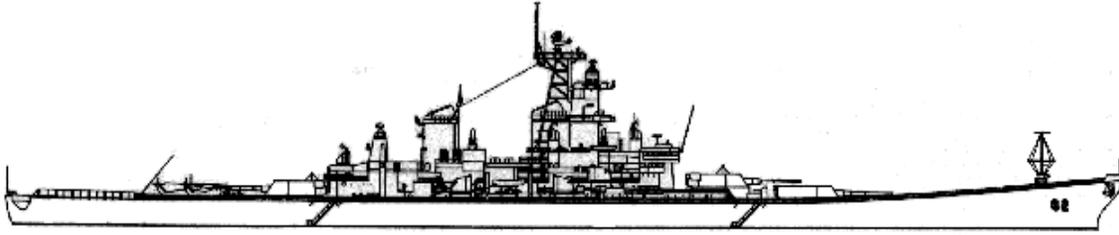


Memorial Ceremony

At 1000 a Memorial Service will be held at the Hotel in Salon 'F'. Mr. Joe DeMaria will conduct the service and honor our dearly departed crew members. Unfortunately, with an aging organization this list get longer every year. During 2012 the organization lost 2 past Presidents (Dick Esser and Mike Prime). It is recommended that you attend the reunion to ensure that your name isn't on the list.

At the conclusion of the Memorial Service the busses will be available to take members to the Norfolk Botanical Garden which will include an enjoyable festive meal of delectable cuisine consisting of a wonderful assortment of finger sandwiches, desserts and flavored teas.





USS NEW JERSEY VETERANS ORGANIZATION, INC.

DINNER DANCE BANQUET

SATURDAY SEPTEMBER 14, 2013

1830 Doors Open
1900 Serving Starts

Cash Bar

Menu

Appetizer

Salad of fresh greens

Entrée

Chicken Marsala

Grilled Chicken Breast with Marsala wine sauce

Atlantic Salmon

8oz boneless, skinless salmon filet, tipped with Sherry Cream Sauce

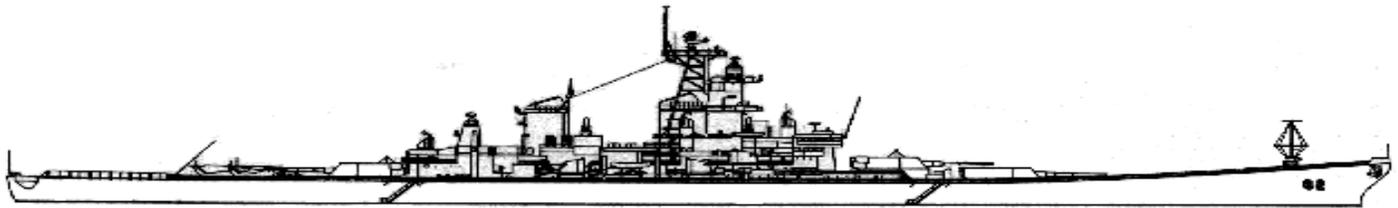
London Broil

Tender marinated sliced London Broil, with Burgundy Demi glaze

Oven Roasted Red Bliss Potatoes and Mixed Vegetables
Fresh Baked Rolls and Butter

Dessert

Apple Pie with Whipped Cream
Decaffeinated and Regular Coffee and Hot and Cold Tea



MESSAGE FROM THE PRESIDENT

Hello Shipmates, families, and Friends of the USS New Jersey

I'm really looking forward to spring, it's 18 degrees today as I write this.

Your officers have been busy since August; I know Garry Blaylock has, getting all the dues payments recorded. Joe and Maureen DiMaria and I met with the staff at the Holiday Inn Virginia Beach to finalize plans for our reunion in September; the hotel has been recently renovated and expanded. The towns of Virginia Beach and Norfolk will be fun to visit and the tours all sound interesting. We will have a tour specifically for the ladies for the first time this year. I hope to see many of you in Virginia Beach, if anyone wants to play golf please contact me via e-mail before August.

In January, Joe, Pete Vance and I visited St. Louis and selected a hotel for 2014. Many thanks go out to Ray and Rita Kehoe who did a marvelous job of scouting the available facilities and joined us for the selection process. I had never

been to St. Louis, but really look forward to the reunion, more on that later.

Also, in January, I met with Executive Director Phil Rowan, and Curator Jason Hall aboard the ship. They filled me in on some new programs and old problems. The Turret Two Tour will open as a "Premier Tour" in February. This hands on tour through the turret will include going down "Broadway" past closed engineering spaces they hope to open with additional funding. The Viet Nam exhibit will open in April with many artifacts donated by Admiral Snyder.

The hull is to be painted, and the port side Flag Bridge deck is to be replaced. The ship will have its own parking lot this summer. The parking lot is to be part of a new "Battleship Place", a 3 acre site donated by the Port of Camden.

There are a few "big ticket" items in the future. The deck replacement is

estimated at 8 million dollars and the ship goes into dry-dock in 7 years at an estimated cost of 20 million dollars.

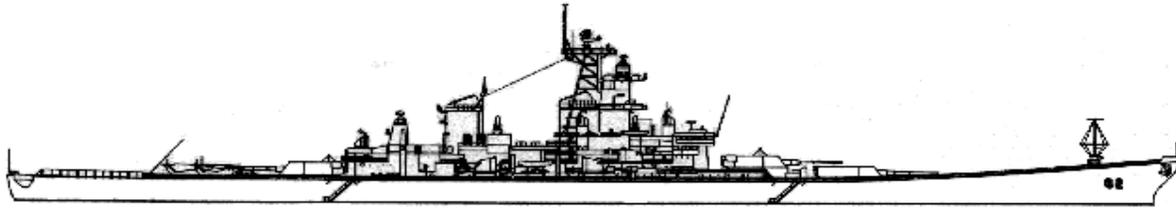
The ship has programs to raise these funds. The 100,000 visitors, overnight encampments, the Paving Bricks, new Dollars for the Decks, and Adopt a Spot programs are all producing needed revenue, and the State of New Jersey has given them 1 million dollars which paid the six hundred thousand dollar electric bill.

The ship is in very capable hands, they are headed in the right direction. They believe in their mission, to "Restore, Honor and Educate." I encourage our membership to donate as you are able. With our support we will have a great ship to return to for a long time.

Steve Sheehan

President





MESSAGE FROM THE VICE PRESIDENT

Greetings Shipmates

I hope all of our members and their families had a Merry Christmas and are looking forward to a wonderful 2013. The information for our 2013 Reunion, in Virginia Beach, VA, is on our website and in the Bounce.

We hope that there will be a great turnout of attendees, and an increase in attendance of those who have not been to a reunion in a while, or have never attended one. Since we are in a "Navy Town" this year, there should be plenty of sea stories floating around concerning living and liberty in Norfolk.

As I think of this upcoming reunion, my thoughts turn to the shipmates we have lost since we gathered in Cherry Hill, and onboard the ship, last August. There were many members and non-members who passed away during 2012. I will personally miss "Larry K" Kalakauskis and Mike Prime. Larry and Mike were two of the first guys we met when Judy and I started attending the reunions in 2002. Mike and I grew up in the same area of Syracuse, NY and were both on board during Vietnam, but never knew each other until I started

attending the reunions. Every year, unfortunately, we are losing more members than we are gaining. I know from personal experience that there are many crew members out there that do not even know about this organization. There are also many who do, but are not members and, if they are a member, they have never attended a reunion. Again, we challenge all of our members to try to get at least one former shipmate to join and/or attend a reunion. I must say that last year appeared to be the best attended reunion for the guys from the 1980's Era. I hope more of them will join and attend as the word spreads among their ranks.

One of the first things many of us do, when we arrive at a reunion hotel, is check out the small stores. We buy that new hat, or golf shirt or some other item that we just have to have! It's always located near the registration table and the hospitality room.

This year, we are once again looking for volunteers to spend just a couple of hours of their reunion time helping out at the small stores. The store will be open, during this reunion, for a total of 22½ hours. It breaks down as follows:

Wednesday 9:00-4:30, 7½ hours
Thursday 9:00-4:30, 7½ hours,
Friday 11:30-4:00, 4½ hours and
Saturday Noon-3:00, 3 hours.

If we can get members to sign up for a maximum 2 hour block, it would only take 13 people to cover the small stores. That's with just one person at the table, but it's always nice to have two people there. Thursday is the tour day, and the hardest day to find volunteers. If you are not going on either tour, please consider volunteering a couple of hours. There will be a sign up sheet at the store. Take a look at it and consider "taking the watch". Call or send me an email, if you know you can help and I'll let you know how the times are set up.

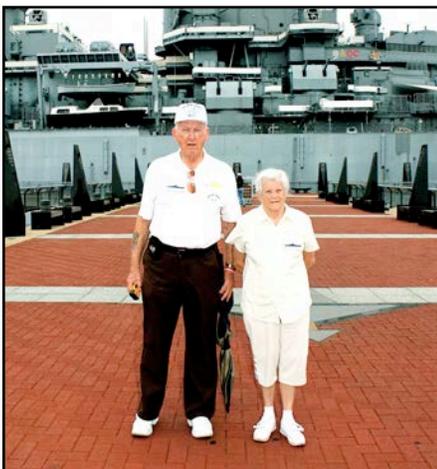
I hope everyone has a great summer. I look forward to seeing you at Virginia Beach in September.

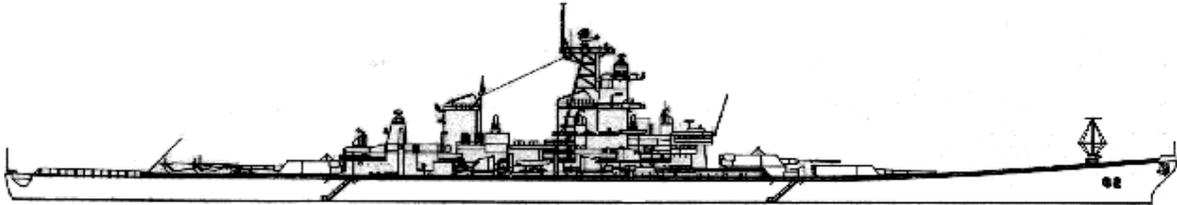
Sincerely,

Bob Dingman

Vice President

EM2, E Division, Vietnam.





MESSAGE FROM THE MEMBERSHIP DIRECTOR

New Jersey Shipmates

Wow, I was not ready for my first year of getting hundreds of invoices mailed to my home! I was overwhelmed, but with Steve Sheehan's help, I caught on and got everything done that I needed to do. Things are running pretty smooth now, thank goodness.

We have had two requests for membership and we received news of Nineteen shipmates passing away.

It is always sad to hear the news that any of our friends have passed on.

Louise and I are looking forward to being in Virginia Beach and seeing old friends and meeting new ones.

Thanks to all who are working on the details of our stay there. I know it will be a great reunion - as always.

SEE YOU THERE!!

GARRY BLAYLOCK

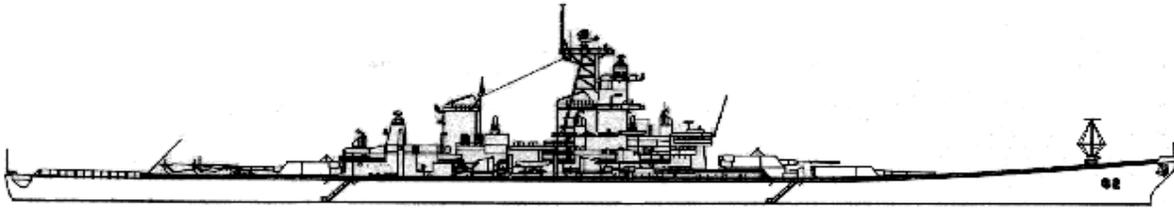
MEMBERSHIP DIRECTOR



Look Close, Can You Find Yourself ?



King Neptune and His Court



Message From The Liaison Officer

Shipmates,

I would certainly be remised by not thanking Mark Babcock for his years of support as Liaison Officer of the organization. Mark would have served another term, but for family reasons opted to step down. I volunteered to take over the position for his remaining term and hope to continue the same

dedication and values Mark has set forth. Thanks again Mark.

Well, it has certainly been many years since I have been to Virginia and having this year's reunion at Virginia Beach couldn't please me more. I understand that the committee is trying to make this year's reunion the best one yet with some great tours in the offering.

My wife and I are planning on being there this year, so I hope to see you there too.

Please try to get your reservations in early as it would be my guess that the rooms will be booking fast.

Bill Meredith
Liaison Officer



First Test Firing of Tomahawk Cruise Missile by *New Jersey*, May 10, 1983 (Dept. of Defense Photo)

On the Fantail, hundreds watched as flame and smoke accompanied the exit of the Tomahawk from the launcher. The missile appeared to just hang in the air. Was something wrong? NO, the pause was the time for the Tomahawk's booster engine to kick in, and then the missile was

on its way. It soared off into the bright blue sky, leaving a trail of smoke. Everyone on the Fantail was cheering wildly. The missile quickly grew smaller as it sped off (with a group of escort aircraft monitoring the flight) to its preplanned target some 500 miles

away at Tonopah, Nevada. Within a very short time word was received that the Tomahawk had scored a direct hit on its target. The *New Jersey* thus had become the first surface warship to successfully fire a Tomahawk Cruise Missile.



FROM THE NEWS EDITOR

Within the past year, several of our members have passed. One in particular helped found the organization, continually improved it, and made it into the organization we have today. Others were hard working always taking into consideration the needs of the organization. They never sat around, they were energetic, highly motivated always trying to make sure the reunion went smooth.

Of course we will miss them. However, a much younger group of leaders has emerged that demonstrate the leadership qualities and motivation necessary to keep the organization on an even keel and moving forward. It is now our job to welcome this new group and give them all the support and cooperation possible.

During the summer months I have been fortunate to have traveled

extensively throughout the United States and Canada. Over the past year I have been fortunate to have skied the Rockies, hiked in the Grand Canyon, conquered both Pikes Peak and Mountain Washington. However, being able to attend the *USS New Jersey* reunions has been one of the highlight of the year. Seeing old friends and shipmates is like putting icing on the cake. I have NO idea how long the good Lord will continue to provide me with good health and permit me to continue to attend these reunions, but I plan on attending as long as possible.

I am also proud that you have elected me to continue as the News Editor of the Bounce. Drafting, publishing and mailing the Bounce take me many many hours and days. It is not an easy task and only Sylvia and I know how many hours are devoted to this task.

In addition to drafting the Bounce, many hours are spent at both the National Archives and Washington Naval Base to insure the data and information is authentic.

It is fortunate that I reside in the Washington, DC area where these facilities are readily available.

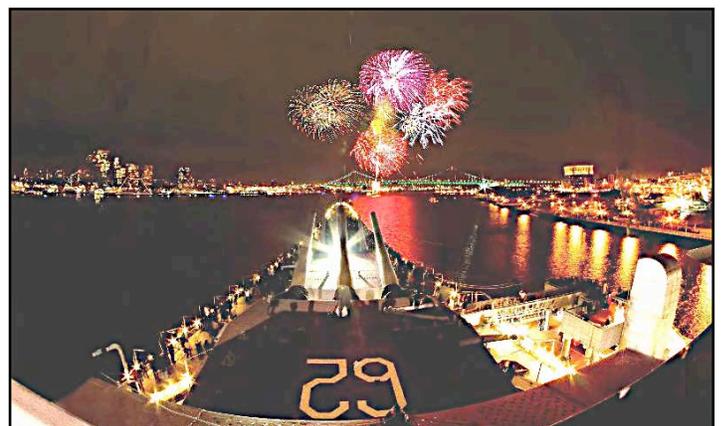
I continue to visit our ship several times each year and talk with Mr. Rowan and his staff to determine if there is anything I can do as editor to help them. They are highly trained professionals and I feel very confident that they continue to do whatever possible to preserve her for future generations to enjoy.

If there is anything you can think would improve the Bounce please contact me.

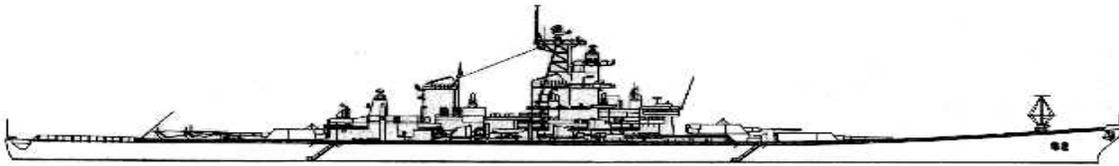
Nick Rasch, News Editor



Navy Band Member Playing Taps at Memorial



New Years Eve Fireworks Viewed From *USS New Jersey*



Ed Campbell * 2354 Mountain View Ct. * Fairfield, CA 94533-1081 * 707-428-5417 *
ed_campbell@sbcglobal.net

FROM THE WEBMASTER

Dear Shipmates,

Life is still good on the "Best Coast" and the latest report is that we will have an early Spring. I certainly hope so because I am tired of feeling cold all the time and paying enormous heating bills. I use to have mortgage payments that were less!

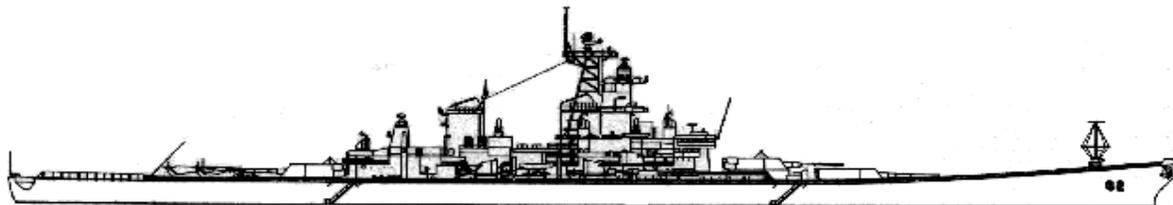
It's been a relative quiet period, from a web site point of view. I've posted some of the photos that were offered by you and some I have not. Either I was too tired or the photos were too large and needed work before I could put them up. However, at some point they will miraculously appear so stay with me.

So far nobody has had changes of address or e-mail address, or you would have passed them on to me to edit the web site. If that's correct, it's a good thing. If not, get them to me.

We all lost some good friends this past year and it's inevitable that we will in the coming year as well. That's part of life. I'm going to assure you that I am not going to be one of them. That was my New Year's Resolution last year and again this year. In fact, it is a mantra that I repeat every morning, despite how I feel - "I'm not dying this year." I'd like to recommend you do the same. For many years, in the course of my career, I counseled sales professionals about the use of positive self talk and the importance of maintaining a positive attitude in the face of rejection and "minor challenges" life throws at us. If you feel you're at a low point, try it. If you don't feel that way, you probably already do it in some form or another. It's worked for me all of my life.

Stay well and happy.





MESSAGE FROM THE SEATING COORDINATOR

It's hard to believe that it is already time to start making plans for this year's reunion in Virginia Beach as it seems we just left Cherry Hill after another successful reunion. As I write this there is snow on the ground and September seems so far away. Yet now is the time to start making plans for this year's reunion.

I enjoy attending these reunions as they afford me the opportunity to visit places I've never been to or haven't been to in a long time. Plus the company at these reunions is the best you will find anywhere.

I'm looking forward to a visit to the Norfolk/Virginia Beach area as this will be pretty much another first time for me. I was in Little Creek

for one weekend back in 1967 while aboard a Minesweeper. Therefore I don't remember too much about the area. I'm sure the reunion committee has planned another great reunion with plenty to offer everyone.

I'm looking forward to once again serving your seating needs. Please make every effort to get your reservations in by the designated deadline and I will make every effort to see that you are seated with your Division, or at the very least with your Era. Also make note that this year we will be seating **8 per table**. Please observe this when you make any special requests for seating.

So it's time to start making those plans. Make your Hotel reservations, plane reservations or map out your route if you are going to drive. As you make your plans call that old "Liberty Hound" buddy you used to "steam" with and convince him to "Hit The Beach" with you once again.

In closing, I'm looking forward to serving your seating needs. I hope to see you in Virginia Beach.

Bill Myers

Seating Coordinator



These Guys Look Lost Somewhere Below Deck



Crew Member With Family

LEBANON

How Did We (*USS New Jersey*) Arrive In Lebanon

“AMERICA NEEDS THE BATTLESHIP”

She’s gray, she’s had her face lifted, but she’s still in the prime of life, a gallant lady: *the USS NEW JERSEY*....

As the recommissioning of this ship demonstrates, we are rearming with prudence using existing assets to the fullest.

The *NEW JERSEY* and her sister ships can outgun and out class any rival platform....

The “*Big J*” is being reactivated with the latest in missile electronic warfare and communications technology.

The *NEW JERSEY*, like any ship in our fleet will depend on the ability, dedication and, yes, patriotism of you here who are her crew. You’re the elite.

After a valiant service in Vietnam and after saving the lives of countless Marines, the *NEW JERSEY* was decommissioned in 1969. During that solemn ceremony, her last commanding officer spoke prophetically when he suggested that this mighty ship, “Rest well, yet sleep lightly, and hear the call, if again sounded, to provide firepower for freedom.”

Well, the call has been sounded.
AMERICA NEEDS THE BATTLESHIP ONCE AGAIN TO PROVIDE FIREPOWER FOR THE DEFENSE OF FREEDOM....

**PRESIDENT
RONALD REAGAN
DECEMBER 28, 1982**

HISTORY

At the conclusion of the Vietnam War the *New Jersey* was again sent to mothballs in Bremerton, Washington.

In the Fall of 1979 the Iranian militant sized the US Embassy in Tehran and imprisoned the US Embassy personal. This coupled with the Russian naval exercise, “Oaken 75” consisting of 220 ships gave the impression that the United States was weak and our Navy was a second class navy. At that time Admiral Holloway III concluded that the US Navy only had a very

slim superiority over the Soviet Navy.

On January 20, 1981 when Ronald Reagan assumed the 43rd presidency of the United States he initially moved to have the Iranian US Embassy personal released and (with his campaign promise of restoring America to military superiority) establish a 600 ship Navy in an effort to reestablish America’s dominates of the sea.



Mothballed Ships in Bremerton, Washington

USS New Jersey (Second From Left) beside The USS Missouri



Good-by Bremerton

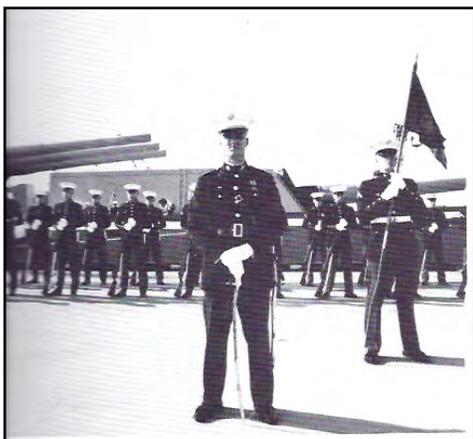
Tugs moving the USS New Jersey out of the harbor

Towards this effort the *USS Iowa*, *USS New Jersey*, *USS Missouri*, and *USS Wisconsin* were to be reactivated.

The *USS New Jersey* had been deactivated for approximately 12 years and a lot of electronic and military improvements had transpired during this period of time. The *USS New Jersey* had been moved from Bremerton to the Long Beach Shipyard in August 1981 and underwent a major modification, with the removal of '4' Five Inch Gun Mounts. These mounts were replaced with the capabilities to launch 32 Tomahawk missiles and 16 Harpoon missiles. The reactivation was scheduled to be accomplished in 18 months and not be an 'austere' reactivation of the type which cost \$23 million in 1967. This modification was programed to cost \$326 million.

A new Combat Engagement Center was established complementing the Combat Information Center. This was just one of the many other modifications. Initially, it was proposed to remove turret No. 3 and replace it with additional Tomahawk missile capabilities. Either due to cost or scheduling issues this modification was never accomplished.

The decision to reactivate the battleships was soundly approved



Marine Corp Attachment

by the American public. Thousands, visited the *New Jersey* upon her arrival at her new home in Long Beach and thousands volunteered to serve in the crew. Many reservists wanted to be recalled to active duty to serve on her.

Captain William M. Fogarty was selected to command the *USS New Jersey*. In addition, to commanding the ship he was detailed to convey to the media and public that the reactivation of the 4 battleships was very worthwhile. Fortunately, Captain Fogarty was excellent in articulating this to the public. He was also tasked to maintain schedule and insure the project would come in under budget.

Captain Fogarty was an excellent choice and he preformed all these tasks with exceptional professionalism.

The Captain was pleased with the names submitted by the Naval Military Personnel Command to fill key officer and enlisted billets



Captain William M. Fogarty

Several key positions were filled with selecties from the thousands of volunteers. However, most came through standard channels. This was necessitated by both the time required to research the thousands of files and the fact that a large percentage of the volunteers were upper level enlisted officers and the crew makeup had to consist of a mixture of senior and junior level



Vulcan/Phalanx Close In Defense Weapon System



At The Recommission Ceremonies Capt. Fogarty Presented President Reagan With Teak Wood From The Deck

enlisted men (everyone can't be a chief).

Crew training was very difficult because of the complexity of skills required, available training facilities, qualified instructors, and the complex mixture of education, skill, and age differential of the enlisted crew.

The ship was initially commissioned in the mid 40ies with vacuum tube technology and primitive radar and fire control systems. Many of these systems

were either upgraded or removed. However, some systems that were retained utilized 40ies technology, specifically the Main Battery Computer (which was an Analog, mechanical computer). Although this was an analogue system it remained the finest fire control system available.

Captain Fogarty was perplexed with determining the size and complexity of the crew. Should Marines be included and if so how many. He was completely cognizant that there were NO Marine Corp members assigned to the crew during the Vietnam Cruise. He finally decided that the crew would consist of 70 Naval officers, 1,460 enlisted men, 2 Marine Officers and and 42 enlisted Marines. This constituted 50 fewer crew members than participated in the Vietnam Cruise.

The Captain was saddled with another problem that, for his predecessors, was only a minor concern. This was the use of recreational drugs. He set in place a ZERO TOLERANCE POLICY. He was very diligent in maintaining strict discipline and 96% of the offenders were not only removed from the ship but were removed from the Navy.

Hostilities in the Middle East

In the early 1980ies Colonel Muammar Qaddafi, Libyan leader, announced that the territorial waters of his nation extended far out into international waters and that if any US ships or aircraft entered this area they would be destroyed.

Qaddafi, in an effort to backup his claim on 19 August 1981 dispatched two soviet built SU-22 ground attack aircraft toward the American fleet.

The aircraft were detected by early warning search radar and 2 Combat Air Patrol (flying F-14 Tomcats) fighters were directed to intercept them. Very quickly the 2 Libyan SU-22 aircraft were destroyed.

Colonel Qaddafi was an extreme hard head and didn't learn his lesson and continued to harasses the

International Community but most especially the United States.

President Reagan did not stand by for these provocation and ordered Battle Force Zulu into the area. This battle force consisted of the Aircraft carriers, Saratoga (CV 60), Coral Sea (CV 43), America (CV 66), and 23 additional warships. When the US ships crossed Qaddafi's "line of death" the Libyans fired shore based surface-to-air-missiles at the planes and sent 3 fast missile attack craft towards the battle force. Within 2 days the battle force knocked out the Libyan missile capabilities and sank two of the fast missile attack craft and rendered the 3rd unusable.

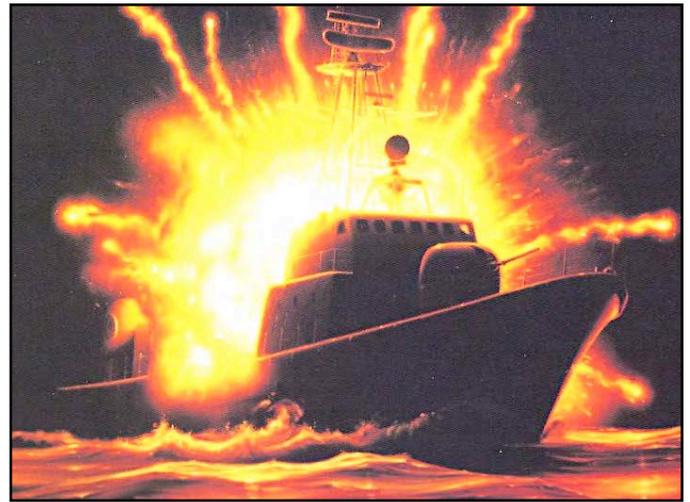
Qaddafi was still not convinced and directed a suicide bomber to detonate a bomb in La Belle Discotheque in West Germany killing 2 Americans. President Reagan was fed up and ordered a one time Naval/Air Force air strike.

This air strike neutralized the Libyan air defenses, destroyed their air force, and destroyed many military targets in both Tripoli and Benghazi. This strike neutralized Qaddafi efforts and showed that the United States could employ Naval power to achieve short-term political objectives.

President Reagan achieved his goal and neutralized Qaddafi. This was the last we saw of Qaddafi until 2012 when his government was overthrown.

HISTORY (continued)

In late summer and early fall of 1981 some of the new crew members began to show up and were mazed at the immaculate condition the ship had been left by



Night Time Destruction of Libyan Missile Attack Craft by Two Air Launched Harpoon anti-ship missiles

the decommissioning team. The new crew was struck by a sprit of yesterdays, you could feel Bull Halsey giving orders, and recall that fateful message "Where is Task Force 34?"

There were problems associated with reactivating a 37 year old ship. Parts had to be manufactured, reordered and the mighty ship restored to fighting condition. This was a logistics nightmare.

In the autumn of 1982 several sea trials were conducted off the coast of California. The new crew members were being trained for their assigned duties while shipyard workers continued to modernize the ship.

In mid November (1982) the ship went out and passed her third and final sea trials. She was now ready for her fourth commissioning.

On December 10, 1982 President Ronald Reagan, Secretary of the Navy, Chief of Naval Operation, and the Commandant of the Marine Corp arrived by helicopter The President then inspected the Marine detachment. He then went aboard and made a fifteen minute speech which concluded with, "As Commander in Chief of the Armed Forces, I hereby place the United States ship *New Jersey* in commission. God bless and Godspeed."

With that the National Anthem was played and Senior Chief Don Davis (serving his third tour of duty on board the ship) raised the American flag.

During the early stages of the ceremony, the crew members were in rank on the pier, they were called to man the ship. They hurried aboard and took up positions manning the rail.

At the completion of the formal ceremony Captain Fogarty conducted a tour of the ship for the President and found Reagan genuinely enthusiastic, almost boyish pleasure in visiting various stations.

Immediately after the President departed over 10,000 visitors went onboard the ship for refreshments and to view the only commissioned battleship in the world.

After a very short period the ship went to sea for crew training and to determine the adverse effects associated with firing the main battery upon the newly installed electronic equipment. The Captain was delight to find that firing the main battery didn't effect any of the major systems but destroyed several secondary systems.

On March 23, 1983 she successfully fired her first Harpoon anti-ship missile off Point Mugu, California.

April 1st the ship departed to train refueling and replenishing at sea. Historically this was a relatively routine task. However, with the new larger tankers with high-freeboards it took a significant amount of retraining. Finally the captain was satisfied that his crew learned and understood new techniques to resolve the problem.

The ship set sail for San Clemente and her first shore bombardment re-qualification since 1969. The fire control team demonstrated its capability. Extensive coordination

between the ships fire control team and shore spotters.

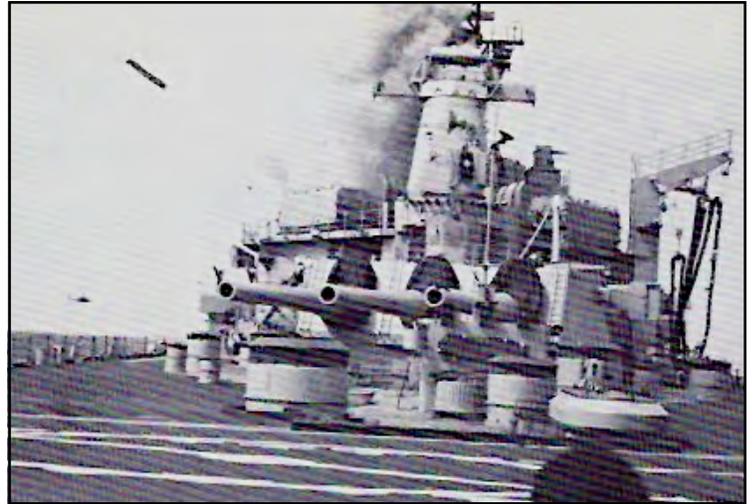
Extensive training continued, as the crew became more efficient. During one of these training exercises Commander Third Fleet, Vice Admiral William Lawrence comment that this was the first time a Third Fleet Admiral had been onboard the ship since Admiral Halsey left in early 1945.

On May 10, 1983 the *New Jersey* fired a Tomahawk missile (reference page 22 and inside front cover). After firing the Tomahawk missile the *New Jersey* remained at Long Beach for a month to prepare for her first deployment since recommissioning.

The preparations were a political ploy to demonstrate how quickly the ship could be ready for overseas duty.

entered Peal Harbor and dropped a wreath as she slowly passed the USS Arizona Memorial. The crew paid tribute to the other battleship sailors of a far different Era where on December 7, 1941 over 1,000 sailors lost their lives on the USS Arizona.

Ironically this was exactly one year before the USS *New Jersey* was launched.



Initial Firing of a Harpoon Anti-ship missile (March 23, 1983)

The three day stay in Hawaii was all too short. Things to do and places to see. A trio from the ship visited the Arizona Memorial and at the completion of the lecture the docent said, "We have an extra special treat



USS ARIZONA MEMORIAL

The deployment was scheduled to last approximately 14 weeks and encompass ten ports in 7 different countries. On June 17th the ship

here. We have three live battleship sailors from the *New Jersey*." With that applause erupted from the entire crowd.



The ship got underway on June 20th for the Philippines. Upon arrival in Manila on the 3rd of July she had to anchor a mile and a half out in the roadstead because of shallow water.

There was lots to do and see since the ship hadn't been in Manila for over 12 years. Tours, souvenirs, and quenching dry throats. The crew helped to celebrate the 4th of July (which is America's Independence Day and coincides with Philippine-American Friendship Day).



One of the Diplomats Greeting the Sailors in Olongapo City

July 6 through the 11th, while participating in 'Battle Week 2-83' the ship steamed in the battle group of the carrier Midway. One primary role of the battleship in the 80ies was protection of the carriers and to add effectiveness to the air wing. This was demonstrated on July 9th when a Harpoon missile was fired and scored a direct hit on its intended target. At the conclusion of the exercise the ship pulled into Subic Bay, which is considered the greatest 'sailor town' in the world.

Unfortunately, after only one day of liberty the ship had to hurry back to sea as a typhoon approached.

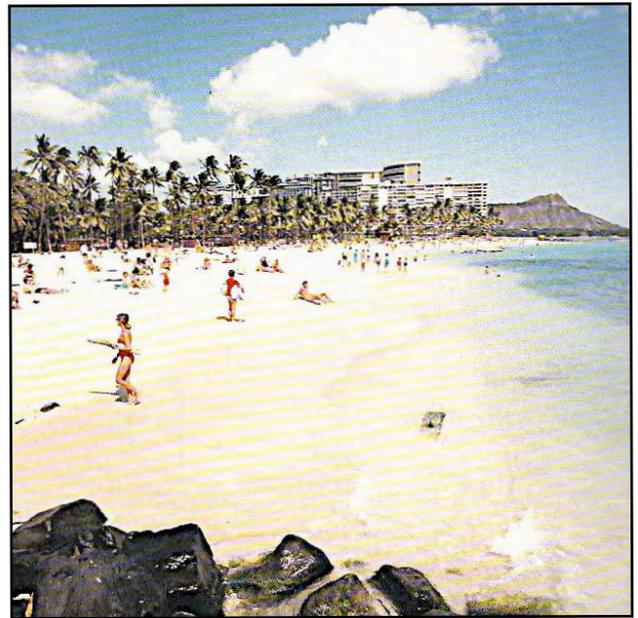
After riding out the typhoon the ship headed towards the Equator in-route to Singapore.

Crossing the Equator was much the same as it was in 1968. Featuring a beauty contest. However, there was a significant difference as the ship was commanded by a pollywog. Captain Fogarty had the dubious privilege of leading the parade of pollywogs. In addition the the standard initiation he had his ass paddled, had to stick his face into a garbage filled toilet bowl and blow bubbles.

Gunners Mate First Class Curtis McAdams was the leader of the affair and took command as King Neptune. He was an old battleship veteran becoming a shellback aboard the battleship Nevada in 1943. Over 1,000 pollywogs were converted that day.

The New Jersey arrived in Singapore July 19th for a very short stay. The crew members were fascinated by the cleanliness of the city. Other changes noted were instead of people selling goods out of little shacks and roadside stands stood high-rises everywhere. Yes, you could still find girls and booze the only difference was the inflated costs of everything.

The ship departed Singapore on the 21st and arrived at the resort community of Pattaya Beach, Thailand two day later. This quickly became the favorite liberty port on the Western Cruise. The ship anchored out and liberty boats brought the happy sailors to shore - arriving at shore was just that - no



**Hawaii Beach
White Sand, Blue Water, Attractive Woman
A Battleships Sailor's Dream**



**Ship passes Long Silent Coastal Defense Guns atop Fort Drum (Corregidor)
(Photo by PH2 Paul Soutar)**

pier so the sailors had to remove their shoes and socks and wade ashore. Unfortunately, several crew members having enjoyed the local beverages had problems re-boarding the liberty boats and fell into the surf.

This was a unique experience for both the sailors and local residents. As the ship dropped anchor a group of jet skiers approached. Each jet ski was driven by a girl in a bikini. The crew members were ready to jump into the water when several of the girls took off the tops of there bikinis. It looked like the entire crew was going over the side.

The tour was considered by many to be a public relations event and Captain Fogarty was an expert in handling these events. Thirty seven reporters arrived by helicopter and were given an in depth tour of the ship followed by a presentation by the Captain.

One question continued to come up. The Captain was asked what impact would an Exocet missile have upon the battleship. He answered, "It would be like a bee sting."

On July 24th the Captain received orders to cancel the remainder of the cruise and return to a position off the coast of Central America to reinforce the US Naval presence there. The crew was disenchanted as they were looking forward to visiting Hong Kong, Korea, Japan, and Guam.

There was excitement in the air, was the ship going to finally get into a situation that she was designed for?

The government was concerned by the increased number of Soviet and Communist bloc merchant ships steaming towards Nicaragua. Were they carrying arms to the Sandinista regime?

The aircraft carrier Ranger's battle group had been ordered to go at maximum speed to augment the naval forces in that area.

The *New Jersey* arrived at Subic Bay to resupply for the long voyage to join the naval forces off the coast of Nicaragua.

After departing Subic Bay the *New Jersey* was joined by the cruiser Leahy, guided missile destroyers Robison, Buchanan and regular destroyer Ingersoll and the frigate Roark.

These ships arrived at Pearl Harbor on the 11 August and departed on the 14th. This provided the crew members an opportunity to revisit Waikiki Beach and enjoy the white sand, surf and beautiful girls.

Along about this time the medical staff informed the Captain that they were experiencing numerous complainants associated with older

people. Several crew members were experiencing lower back pain others were having their blood pressure measured to ensure that their medicine was having the desired effect. These problems are associated with aging. The primary cause was the unique makeup of the crew which resulting in having a crew consisting of a mixture of retired sailors (called back to active duty) and new recruits. Just another concern/issue that the captain had to consider in future planning.

On the east bound trip the *NEW JERSEY* battle group teamed up with the USS Ranger CV 61 battle group and conducted tactical battle exercises.

The Admiral of the surface combatant task group was on the cruise Leahy instead of the *NEW JERSEY*. This was counter to Naval tradition but necessitated by both the lack of updated command and control facilities and that Admiral Halsey's flag space had been gutted to make room for the Tomahawk missile control equipment.

The *NEW JERSEY* and the five ships accompanying her arrived off the west coast of Central America on the 26, August 1982. Their mission was officially called training and surveillance.

This was a misnomer as the real purpose of the task group was to provide naval presence, and be ready to exert themselves to protect U. S. National interests if needed.

This duty was much less exciting than visiting foreign ports. To be truthful it was extremely boring. Machinery was checked and rechecked to ensure everything was in operational condition. Fantail cookouts and smokers were initiated to relieve the anxiety of the crew.

The ship patrolled out of sight of land. The weather was mostly overcast and rainy and the ship traveled at extremely slow speed to conserve fuel.

On September 2nd the *NEW JERSEY* and guided missile destroyer USS ROBISON DDG 12

departed the area to make a port visit at Balboa, Panama.

On September 7th while back on station the Secretary of Defense, Caspar Weinberger and the president of El Salvador visited the ship. To impress the visitors the captain called for a broadside to be fired. The center rattle in turret was inoperative, therefore the broadside consisted of only 8 guns.

On September 9th, heavy rains were drenching the ship when a SH-2 Sea Sprite helicopter brought Captain Richard D. Milligan aboard. Captain Milligan was designated to relieve Captain Fogarty on October 1st in Long Beach but wanted to spend some time with Captain Fogarty and familiarize himself with the ship.

However, the best laid plans of both mice and men are very often changed. This was to be the case as the ship was ordered to proceed through the Panama Canal and into the Atlantic Ocean.

Rumors were going all over the ship no-one knew actually where the ship was headed but it seemed everyone knew, and each rumor was different. When the ship reached Balboa crew members were permitted to go ashore and telephone relatives and tell them that they would be going to an undisclosed location for an unknown period of time. The News media had alerted their listeners that the *New Jersey* was going to Beirut, Lebanon. Strange but viewers watching the news media knew more than the sailors on the ship. It seemed that everyone in the United States, except her crew, knew where the ship was headed.

With the change of command scheduled to take place in Long Beach there were considerable changes that had to be made. Captain Fogarty was reluctant to leave his command when it would be traveling into a war zone. Captain Milligan was anxious to take command. However, Captain Milligan was ordered to take command forthwith and direct the ship eastward. In Captain Milligan

acceptance speech he reiterated that Captain Fogarty was reluctant to leave the ship. He said, "We're about the same size so it would have been a hell of a fight to see who could throw who overboard."

Upon clearing the canal the ship headed east at 25 knots.

On the 25th of September while still traveling at 25 knots the change of command was conducted. Immediately, after the ceremony Captain Fogarty was frocked in the rank of Commodore and his one-star flag was broken at the top of the ship. The new Commodore was forced to withdraw prematurely from the ship and a helicopter was waiting on the fantail to take him away.

When the ship arrived off Rota, Spain, she slowed down long enough to transfer mail and receive new crew members. Soon she passed through the Strait of Gibraltar and into the Mediterranean Sea. Upon clearing the strait the speed was again increased to 25 knots until she arrived off the coast of Lebanon.

In a brief period of 4 month the ship had been part of four of the Navy's numbered fleets.

The Marines in Lebanon cheered wildly with the news that the battleship had arrived. Several of them knew how effective the ship had been in saving the lives of hundreds of Marines in Vietnam.

The *New Jersey's* mission in Lebanon would be to try to stabilize a situation that had gone from bad to worse.

Within hours of the ships arrival a cease fire was arranged ashore. It appeared that the battleship had achieved her purpose without firing a shot the results of gunfire diplomacy.

Initially, on 25 August , 1982 approximately 800 Marines from the 32nd Marine Amphibious Unit, Commanded by Colonel J. M. Mead landed in Beirut. They were accompanied by 400 French and 800 Italian troops. These troops were



USS New Jersey Proceeding Through The Panama Canal
(Sept 12, 1983 Photo by J. Roosman)

part of a multinational peacekeeping force designed to maintain order.

This was the results of a United Nations (UN) resolution - Yassir Arafat and the Palestine Liberation Organization (PLO) had stirred up a civil war in Lebanon. The UN decreed that a multination force would host the evacuation of the PLO out of Lebanon and institute a peace keeping force.

This was a very complex and fragile situation. There were troops from Israel, Syria, Lebanon, and the Palestine Liberation Organization (PLO). United States, France, and Italy.

Initially, the Israelites formed a buffer Zone to prevent the Lebanon's army from destroying the PLO.

Since the arrival of the Marines several were wounded or killed. The Marines were ordered not to get into a firefight at any cost.

Things went to hell when the Israelites pulled out after moving the PLO out of the area.

A Palestinian refugee camp was overrun by the Lebanese army and many refugees were massacred. The Israelite army was aware of the incident but didn't get involved. Then President elect Bashir Gemayel of Lebanon was assassinated.

The Marines were transformed from peacekeeper to targets. They



Captain Richard D. Milligan

hunkered down in a compound at the Beirut International Airport. This was not a good tactical position it was strictly a political decision.

March 16, 1983 Five Marines were wounded in action in the first direct attack on American peacekeeping troops. An Islamic fundamentalist group claimed responsibility.

THINGS WERE HEATING UP

April 18, 1983 a large car bomb exploded at the US Embassy in Beirut, causing massive structural damage and killing 61, including 17 Americans. More than 100 civilians were injured. Islamic fundamentalists again claimed responsibility.

ATTACKING AN EMBASSY IS CONSIDERED A DECLARATION OF WAR. The car bomb was the weapon of choice in the 80ies for the terrorist groups. Strange but the 'Religion for Peace' claimed responsibility for the Embassy bombing.

May 5th a Marine helicopter was hit by ground fire as it investigated an artillery duel between the Druze and Christian elements.

July 22, 1983 two Marines and one Sailor were wounded by shell fragments during shelling of the Beirut International Airport. This was a pattern of increased indirect artillery by the Syrians against the Lebanon Army and multinational forces.

August 10th about 30 artillery and mortar round were fired by the Druze militia from the high ground east of Beirut into the Beirut International Airport area. The Defense Ministry and Presidential Palace were also hit. Three Cabinet ministers were kidnapped by the Druzes.

August 28, A Marine combat outpost came under fire from both semiautomatic weapons and rocket-propelled grenades. Marines returned fire for the first time with both rifles and M-60 machine guns. The firefight lasted about 90

minutes without any friendly casualties.

September 4th the Israeli forces pulled back to positions on the Awwali River. This increased the vulnerability of the Marines as the void was to be filled by factions hostile to the Lebanon Army.

September 6th, Rocket fire on the Beirut International Airport from the Druze in the Shouf Mountains resulted in 2 Marines being killed and 2 wounded.

September 19th the USS Rodgers and USS Virginia fired 330 rounds of 5 inch shells to help the Lebanese Army retain a strategic Mountain village in the Shouf Mountains.

The role of the US forces were shifted from presence to direct support of the Lebanese Army.

September 20th, the U. S. ambassador's residence was shelled. The destroyers John Rodgers and Virginia responded.

September 21st, the destroyers responded to shelling of the Beirut airport.

AT THIS POINT THE U. S. SHIFTED FROM BEING PART OF A 'PEACEKEEPING' FORCE TO BEING AN ACTIVE PARTICIPANT SUPPORTING THE LEBANESE GOVERNMENT IN THEIR CIVIL WAR.

September 26th a truce fire was announced by Saudi Arabia, and Syria, supported by the Druzes.

Within the next few days 2 Marines were killed and 11 wounded.

On September 23, 1983 a suicide truck loaded with the equivalent of 12,000 pounds of explosives destroyed the Marine headquarters at the Beirut International Airport killing 241 and wounding 70 U. S. service men and women. This included our shipmate Chief Gorchinski.

Simultaneously suicide attacks destroyed the French headquarters, killing 58 French paratroopers (*it was later determined that the*

Iranians and Syrians were responsible).

This was unthinkable the peace keeping force lost 299 troops in a single day (killed by 2 suicide bombers).

The ship went to General Quarters wanting to retaliate but being unable to delineate who was responsible and was unable to help. The crew was very depressed at not being able to do anything in response. The *New Jersey* had not fired a single round in anger.

During the entire month of October the ship continued to travel in Lebanese waters without firing a round.

November 4th the ship was ordered to Alexandria, Egypt to permit liberty for the crew. However, shortly after arriving she was ordered to return to waters off Beirut.

The emergency was created by a suicide bomber blowing up the Israeli military governor's headquarters and killing forty six.

Naval Headquarters in conjunction with Captain Milligan were trying to determine exactly what part in the situation the *New Jersey* would play.

The crew was very frustrated, just sailing around in Lebanese waters, not actively participating in the conflict. Morale was deteriorating each day.

December 4th aircraft from the carriers Independence and John F. Kennedy launched an air strike against Syrian anti-aircraft positions. This resulted in 2 aircraft being lost.

There were questions as to why the raid was ordered when these targets were well within the *New Jersey* range and would have been much more effective and would have eliminated any loss of aircraft. The counter argument was that Naval gunfire could inflict injury on innocent civilians. There was no well defined front line dividing friend from foe.

MY ARGUMENT IS THAT THERE ARE CIVILIANS EVERYWHERE, ALL THE TIME, YOU CANNOT TOTALLY AVOID THEIR BEING INJURED.

A decision was made to permit the crew state side leave. They would be ferried home on a C-9 transport which could carry 104 passengers. A lottery system was established to delineate leave allocations. Simultaneous with the happy sailors going on leave replacement crew members were coming aboard.

The new members arrived on December 13, 1983. On the 14th of December the ship finally received orders/permission to fire her big guns.

The Syrians had continued to fire anti-aircraft at our reconnaissance aircraft. Strange, but the targets and daily round that could be expended were determined by the fleet operations commander. The *New Jersey* could only fire 11 rounds a day.

The ships gunnery officer was extremely displeased with the entire process. While the ship was firing at distances of 16 to 18 miles there was NO feedback of the effects. In fact the Syrians sent back the following message: "They were contemptuous of the shooting."

The total lack of airborne observation frustrated members of the fire control team. Normal practice calls for spotters to observe the fall of the shot to the target and provide corrections.

It became apparent that something was wrong with the accuracy of the firing. The fire control-men using a velocimeter noted that the shell were not having the correct velocity and therefore missing the specific target. At that time it was unknown what was causing the problem but a rudimental correction was implemented. This reduced the inaccuracy but didn't eliminate the problem.

December 15, 1983 Wayne Newton preformed his routine for the crew

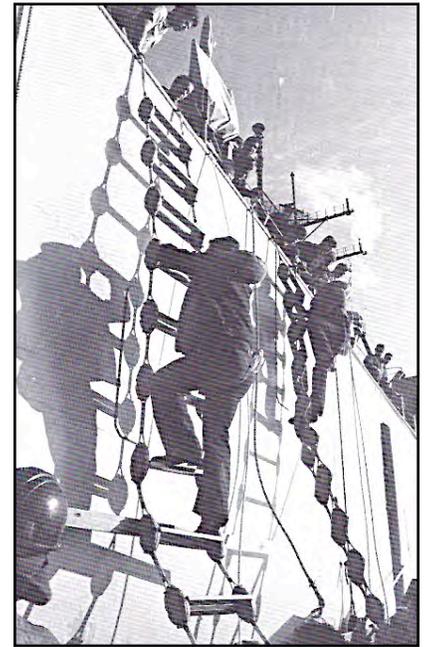
on the fantail. Later in the evening the ship responded to a call for a fire mission and fired 40 rounds of 5-inch, silenced the artillery that had targeted the Marines.



Bob Hope



Dallas Cowboys Cheerleaders



Replacement Crew Members Climbing Aboard December 1983



Grains of Power Are Visible Through a Ripped 16 inch Power Charge

December 24 Bob Hope and his company preformed for the crew. It was approximately 15 years earlier that he entertained the crew of the *New Jersey* in Vietnam. In addition, 300 Marines from the Beirut compound were on board to help the crew enjoy the show.

Bob really knew how to entertain and what the sailors wanted to see. With him were Brooks Shields, Cathy Crosby, Ann Jillian, Julie Hayak (Miss USA), Vic Damone and the Dallas Cowboys Cheerleaders.

December 29 the ship pulled into Haifa, Israel for a 5 day visit. This marked the ships first full day in port in almost 4 months.

January 3 1984 the ship returned to patrol off the coast of Lebanon. Soon the second group of reservists came aboard and 104 crew members departed via a C-9 transport for state side leave.

Crew morale was relatively high with the ship just patrolling off the coast of Lebanon. The ship would travel at 5 to 10 knots in a large figure 8 pattern. The # 1 turret was always kept in a ready stage and the ship always would turn facing shore to ensure that the # 1 turret was in a firing position.

When the men on the ship were asked how they spelled relief they would answer *IOWA*.

Since the beginning of the new year the ship had only received two fire missions. The first was on January 15 when she fired 32 rounds of 5 inch and then on February 7 she fired 7 rounds of 5 inch.

President Reagan announced on February 7th that the Marines were going to withdraw from Lebanon with only a small contingency remaining to protect the U.S. embassy.

February 8 the *New Jersey* finally had a real fire mission. Her mission was to silence shore batteries ashore. She fired a total of 288 rounds of 16 inch shells and totally silenced the shore batteries. That is approximately 5.5 million pounds of high explosive.

To put this into perspective, this was the equivalent of the bomb load of 1,100 (WW II) B 17s. Amazing that the ship could deliver such ordnance without risking a single sailor.

The fire mission was completed at 2300. The crew expected retaliation the next day but nothing happened, but the Captain had the Harpoon anti-ship system activated as a precaution.

February 21 the Marines began redeployment to the Sixth Fleet amphibious warfare ships.

February 26th the ship fired thirteen rounds of main battery at Syrian anti-aircraft facilities.

March 2 the ship visited Haifa, Israel for a 7 day visit. This was the first port visit the crew experienced since January 3rd.

April 2nd Captain Milligan announced that the ship was to remain off the coast of Lebanon until relieved by the *USS Iowa*. Approximately an hour later he received orders that the ship was to depart the Beirut area immediately and that the *Iowa* would not be detailed to Lebanon.

Apparently, the President made the decision based on the fact that the Marine Force was safe on Sixth Fleet naval vessels and that the presence of the *New Jersey* was not keeping peace after all and would no longer be an asset in the area.

April 5th the *New Jersey* arrived in Naples, Italy and the 6 month ordeal off the coast of Lebanon was over. After staying in Naples for six days it departed for Villefranche, France.

The stay at Villefranche was a relatively short three days.

The deployment was ending as it started with back to back visits to foreign ports.

April 15th the ship was back at sea heading directly towards the Strait of Gibraltar and into the Atlantic Ocean.

April 27 the *New Jersey* passed through the Panama Canal and headed directly to her home port at Long Beach.

Prior to the ship arrival at Long Beach there was one solemn matter to finish. Chief Gorchinski's cremated remains were in San Diego awaiting the day of committal. May 4th Gorchinski's widow accompanying her husband's remains came aboard the ship for a formal service. Mrs. Gorchinski received her husband's posthumous awards, Navy Achievement and the Navy Commendation Medal. then



Swiss Guards
Vatican City, Italy



Famous di Trevi Fountain in Rome

Chiefs May and Crow scattered Chief Gorchinski's remains at sea.

May 5, 1984 upon entering the harbor at Long Beach the *New Jersey* was surrounded by small boats and streams of water spouted skyward from the fireboats.

There were more than 5,000 anxious people waiting to welcome the returning heroes that bright sunny May morning. Many wives and girlfriends spotting their guy shouted '**There He Is, There He Is**'.

The 11 month cruise was over and the ship was back to its home port.



MESSAGE FROM THE VICE PRESIDENT (CURATOR) HOME PORT AUTHORITY STATUS OF THE VIETNAM EXHIBIT

At long last we are in the production phase of the Vietnam Exhibit.

The progress of developing the exhibit was hindered by an issue relating to the photographs taken by Neil Leifer during Vietnam. The copyrights for the images in question are not owned by Mr. Leifer, but instead, by Sports Illustrated.

The funds raised for the new exhibit were inadequate to pay for the licensing fees to utilize the images for the exhibit. Thankfully, after lengthy research by our Curatorial Assistant, Brian Haughwout, we have secured enough Vietnam images from the Battleship's collections to be used in the exhibit.

Brian, and volunteer Ed Hamilton, cleaned and prepared the berthing compartment on the 3rd Deck, just below the space on 2nd Deck where the exhibit will be installed. This space on the 3rd Deck is now being used as our work area for producing the new exhibit.

Leslie Watson, Registrar, has identified artifacts from our collection to be used in the exhibit and the objects have been moved to the 3rd Deck work space, along with the images identified by Brian Haughwout.

On Wednesday January 30, Ken Kersch delivered artifacts from his own collection that include items from the Admiral J. Edward Snyder collection.

Ken is a Vietnam "plank owner" of the New Jersey, serving as a Machinery Repairman in the Machine Shop. All of the items in Ken's collections have never before been on exhibit to the general public. Some of the highlights are the original Vietnam commissioning

pennant of the Battleship, patches, photographs, and a paper cup that has quite an unique story. I will share with all of you the story behind the paper cup, along with images of the completed exhibit, in the next issue of the Bounce.

We are working with the Hartman Historical Services, of Omaha, Nebraska, in creating the text panels for the exhibit. These panels will include archival photographs, as well as text relating to each artifact. The proprietor of Hartman Historical Services, Doug Hartman, is an Army National Guard veteran who specializes in producing military history exhibits. He has produced several panels for the Battleship in the past; including the MARDET (Marine Detachment) exhibit as well as new cut-away panels showing the inner workings of each main gun turret.

The Vietnam Exhibit will open in late April, with a "sneak preview" of the installation process occurring on April 6, 2013. This date has been chosen for the special event as it coincides with our third annual Vietnam Living History Day here on the Battleship. We invite all of you to join us on April 6 and get a "behind the scenes" glimpse of the new Vietnam Exhibit before it opens to the general public.

The completion of the Vietnam Exhibit will mark the culmination of years of hard work, fundraising (thanks to many of you!), and the realization of my hope to one day honor all those who served onboard the "Big J" during Vietnam. The exhibit will remain on the Battleship for two years. In 2015 we are planning on loaning pieces of the exhibit to the New Jersey Vietnam Veterans' Memorial/Vietnam Era

Museum & Educational Center in Holmdel, NJ for two years. This will allow greater exposure of the Battleship New Jersey and create a stronger bond between the two institutions.

In closing, I will leave you with an anecdote concerning a recent e-mail I received. A Marine unit in Germany recently held a memorial service for Col. Thomas Meehan who passed away from cancer in 2012.

During the Vietnam War he served as the USMC liaison officer to the "Cat Killers," an Army artillery spotting aviation squadron. Col. Meehan once remarked that, "One time the cloud cover was so low that every time they (Cat Killers) came out of the clouds the NVA anti-aircraft guns would hammer them, finally he (Col Meehan) had to call for the Big Guns of the USS New Jersey."

Over the years, many Vietnam veterans have come onboard the Battleship Museum and got down on their knees and kissed the deck in reverence for the ship that helped save their life. I am confident that this would not have been a surprise to Col. Meehan, as he was often quoted as saying to his fellow Marines, "If you ever speak of the USS New Jersey, you had better do so on bended knee!"

That quote will be a part of the new Vietnam exhibit, a testament to the proud role the Battleship played in saving American lives during that conflict.

Jason Hall

Vice President, Curator
Home Port Authority

'The Kiss' Times Square (1945)

BATTLESHIP

New Jersey

EXPERIENCE AN EPIC ADVENTURE
ABOARD THE BATTLESHIP!

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INTERACTIVE TOURS



Voted Best of Philly Historical Attraction by Philadelphia Magazine. Experience an interactive tour of our nation's most decorated and largest battleship. Our Fire Power audio tour will provide narration and sound effects as you climb inside the legendary 16-inch gun turret, check out the Tomahawk missile launch pads and learn how the crew lived aboard this floating city.



SEE THE WWII KISS STATUE

On Saturday, Feb. 2, check out a 25-foot statue of the famous end of WWII Kiss. The statue, which is traveling across the United States, will be available for guests to see on the pier of the Battleship.



DINE AT CHICKIE & PETE'S FOR THE SHIP

Dine at Chickie & Pete's South Philly restaurant on Thursday, Feb. 7 from 5pm to 9pm and 10% of your bill will be donated to the Battleship. Just show the hostess this ad upon arrival.

BATTLESHIP

New Jersey

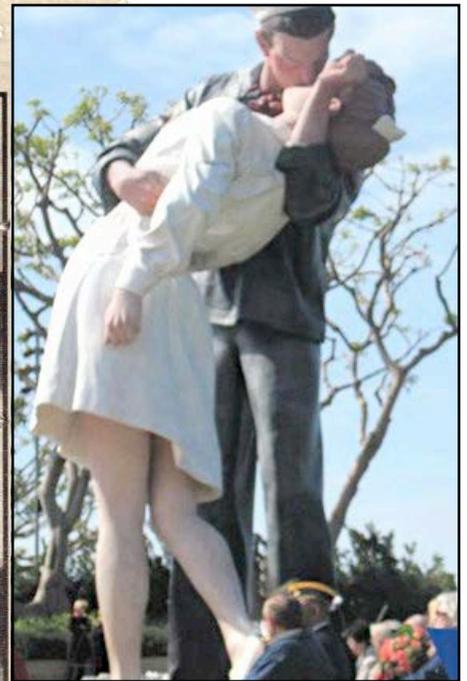
On the Camden Waterfront

www.BattleshipNewJersey.org

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BattleshipNJ

The Battleship NJ is funded, in part, by the New Jersey Historical Commission.



Famous Kiss Statue

A8

FRIDAY, FEBRUARY 1, 2013
BURLINGTON COUNTY TIMES

ACROSS THE COUNTY

'Kiss' statue to mark battleship's reopening

CAMDEN — A replica of the 25-foot Seward Johnson statue portraying "The Times Square Kiss," the famous photograph of a sailor kissing a nurse taken in Times Square at the end of World War II, will be on the pier of the Battleship New Jersey when it reopens Saturday from its winter closing.

The ship will reopen for walk-up tours from 9:30 a.m. to 3 p.m.

The replica, which will be displayed from 10 a.m. to 2 p.m., is making a cross-country tour as part of the Spirit of '45 Movement, which hopes to establish a day to honor those who served in the war.

The battleship will offer walk-up tours Saturdays and Sundays in February and March as well as President's Day, Feb. 18.

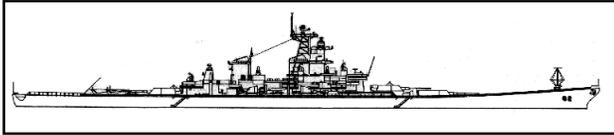
For more information on the Spirit of '45 Movement, visit www.spiritof45.org. For more information on battleship tours and special programs, visit www.battleshipnewjersey.org.

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

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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



Reactivation Ceremony

Captain Fogarty presents President Reagan piece of teak

December 28, 1982



President Reagan Inspecting The Marine Guard

December 28, 1982

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

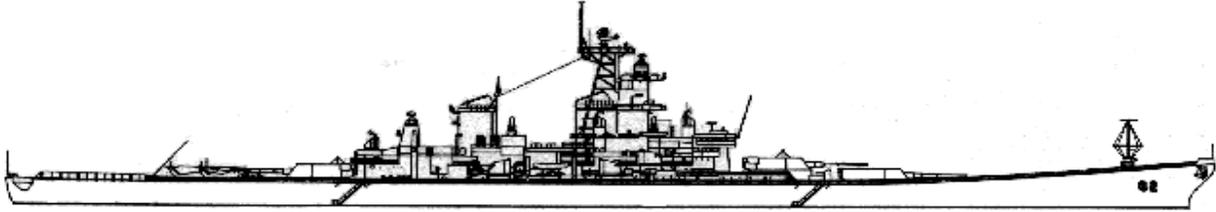
<u>City</u>	<u>Year</u>	<u>Crew</u>	<u>Associate</u>	<u>Guest</u>	<u>Plank-owner</u>
Long Beach, CA	1982	_____	_____	_____	_____
Atlantic City, NJ	1984	_____	_____	_____	_____
Indianapolis, IN	1986	_____	_____	_____	_____
New Orleans, LA	1988	_____	_____	_____	_____
Dayton, OH	1990	_____	_____	_____	_____
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	_____	_____	_____	_____
Virginia Beach, VA	2013	_____	_____	_____	_____

NOTE: History Badge are \$2.00 each

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

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AND XX LARGE \$21.00

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----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**

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



Name	Division	Era
Alan Davis	OC Div	Lebanon
Edward R. Linder	Associate	
Elmer R. Parnell	A Div	Vietnam



Bus Keiver, is an 85 year old Veteran of World War II and the Korean War. Shown leaning on a 1,900 pound projectile placed in his front yard in Osceola, Indiana. The 16 inch projectile was a surplus from that Era. Mr. Keiver said it is mounted facing North Korea. Mr. Keiver served for 2 years aboard the USS New Jersey during the Korean War.

Chief Michael W. Gorchinski

Michael W. Gorchinski (ETC) served as a crewman aboard *USS New Jersey*. Chief Gorchinski, (“Chief Ski”), was a member of the Operations Department aboard *New Jersey*, and was with the ship’s advance recommissioning crew in 1981.

Chief Ski served with the electronics division (OE), charged with overseeing the ship’s installation of new search radars and display equipment.

The electronics installed on the *New Jersey* was all state-of-the-art. Chief Ski was involved in integrating these complex systems with the existing onboard systems. This was extremely complex, and considered breaking new ground. The information gained would be used in retrofitting the other three Iowa Class Battleships making the transition much easier. This was considered a learning process and Chief Ski was excellent in documenting the entire process.

When the *New Jersey* arrived in the Lebanon area, Colonel Geraghty, (CO of the 24th Marine Amphibious Unit), radioed from the Marine Barracks that they were having a problem with a radar and lacked two pieces of test equipment to finalize the repairs. The Operation Officer



ETC (SW) Michael W. Gorchinski...

was informed that the Marines were having a problem with a radar used to detect and backtrack mortar and artillery rounds fired from the heights above Beirut. This was a very important piece of equipment for the health and welfare of the Marines.

Chief Ski volunteered to assist the Marine Unit resolve the installation

problem. He arrived, with the test equipment, at the Marine barracks on the morning of October 22nd, worked all day and late into the afternoon. Unfortunately, he missed the last helicopter going back to the ship and remained in the barracks.

On the morning of 23 October 1983 he was among the 240 Marines, sailors and soldiers killed by a suicide truck bomber.

On that day, Chief Gorchinski left his wife Judy, their 3 children, Christina JoAnn, 6 years old, Kevin Michael, 3 years old, and Valerie Marie, 10 months old.

According to Judy Gorchinski, “When Mike died, he was 3 months away from serving 17 years on active duty in the Navy.”

The town of Jacksonville, North Carolina erected a monument dedicated to the Marines and ETC Gorchinski (reference cover).



Marine Corp Barracks Immediately After Struck By Suicide Truck Bomber



Beirut Memorial Jacksonville, North Carolina

MICHAEL F. PRIME (Primer)

OCTOBER 13, 1948 -- NOVEMBER 9, 2012

OLD SAILORS NEVER DIE THEY JUST FADE AWAY

“BUT NOT IN OUR MEMORIES”

Mike F. Prime of Fulton, New York died peacefully and went to Heaven on November 9, 2012. Mike was a retiree from both the Oswego County Sheriff's Department and the United States Navy.

Mike served aboard the USS New Jersey during the Vietnam War. Mike loved sports and participated

in basketball, golf, softball, and bowling. He was also a avid fan of the Yankees.

Mike left behind Bonnie the love of his life (after 27 years of marriage), and his daughter Denise Johnson, and son Michael. In addition, there are three sisters, three nephews and one niece.

Mike was a true hero to the end and donated his body for science to the State University of New York.

Mike was the President of the USS New Jersey Veterans, Org. from 2004 until 2008 and remained a Director until his premature death.

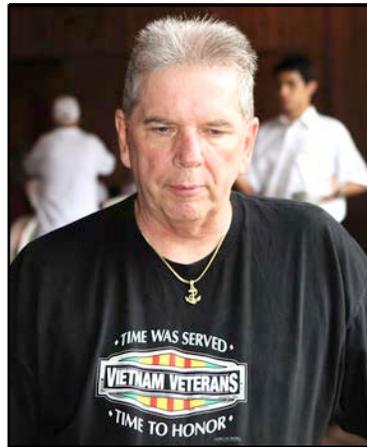
I first met Mike at the 2005 reunion at Valley Forge. There was a problem with the seating arrangement at the Banquet and I

complained. Mike using his unique management style resolved the problem by assigning me to the position of Seating Chairman. This

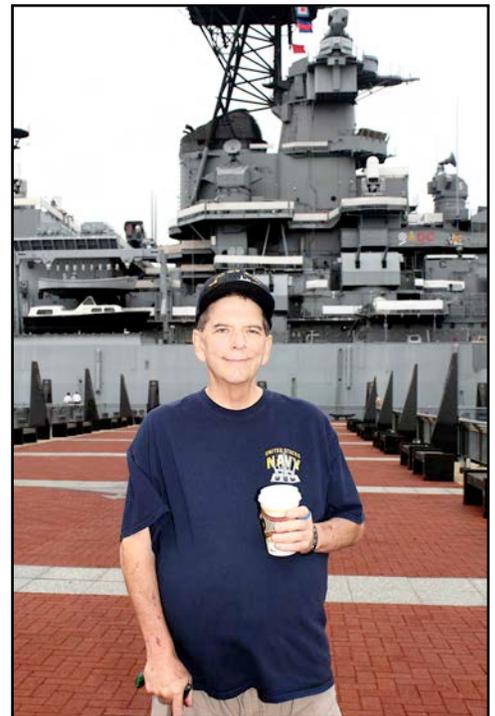
did two things, it resolved the seating problem and made me kept my mouth shut.



Mike at Happier Times (2012 reunion)



This Was The Mike We All Knew, Dressed in Casual Attire and an Anchor Chain Around His Neck



Mike at His Ship (2012)



Chairing the Business Meeting at the Hilton Head Reunion (2011)

Mike always had a big smile and appeared to continue working at every reunion. At these events he never seemed to relax or take tours, he was always working at the Ship Store or finding other things that had to be done to ensure the success of the reunion.

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

LARRY KALAKAUSKIS

Unfortunately, the organization lost an outstanding member this past summer.

My initial contact with Larry was at the 2004 reunion in Washington, DC. I first saw him entering the banquet hall escorting Admiral Snyder and his wife. I immediately knew that Larry had to be a retired Boatswain's Mate Chief. He fit my image of a Boatswain Mate - large man, going around the banquet hall like a Bull in a China shop. Later I learn that Larry was a member of the black gang - A Boiler Technician.

At the San Diego reunion Larry stepped forward when the reunion coordinator suddenly resigned. He took command to ensure that the reunion ran smooth and the general membership never was aware of the change. Thanks to Larry the reunion was a total success.

Larry was always helping at the reunions to make sure that everyone had an enjoyable time. At the 2008 reunion Larry volunteered to be the auctioneer for the Blind Auction. His effort helped to enhance the Scholarship Fund by an additional \$718.00.

REUNION PARTICIPATION

Larry joined the organization in 1982 and attended 19 reunions. He served as Vice President from 2000 until 2004.

In addition to serving as Vice President Larry and Ed McDowell were reunion coordinators for 7 reunions. Larry and Ed Campbell established the Web Site. When the organization decided that the By-Laws required to be revised and

updated, Larry assumed the leadership role in this endeavor. In addition, the aforementioned he was responsible for the establishment of the Era Representative position. This provided the members of the various Era's an individual to resolve any issues or concerns they had.

USS NEW JERSEY SERVICE

Larry volunteered to serve on the New Jersey in 1967. He was one of the original 19 enlisted men assigned for the recommissioning of the ship. Larry served in fire Room No. 2 as a Boiler Technician for 21 months, which included tour to Vietnam.

During the Vietnam tour the ship fired more 16 inch shells at the enemy positions than it did during the 2 tours to Korea.

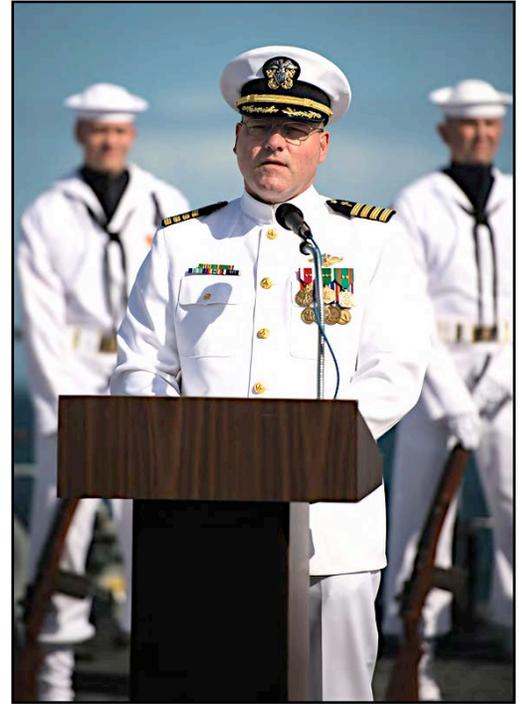
Larry stated that, "This is the one ship that will always have a place in my heart as she does in yours." He reiterated that serving aboard the 'Big J' was a very rewarding experience.



We are all proud to have had the opportunity to have associated with Larry, either as a shipmate or individual.

We will always remember Larry, he was a true friend, hard worker, and a joy to be associated with.

**ASTRONAUT NEIL ARMSTRONG (First Man to Walk On Another Planet)
Died August 25, 2012 (Age 82)
Buried At Sea September 14, 2012**



Sailor From The Naval Band Playing Taps Page 47

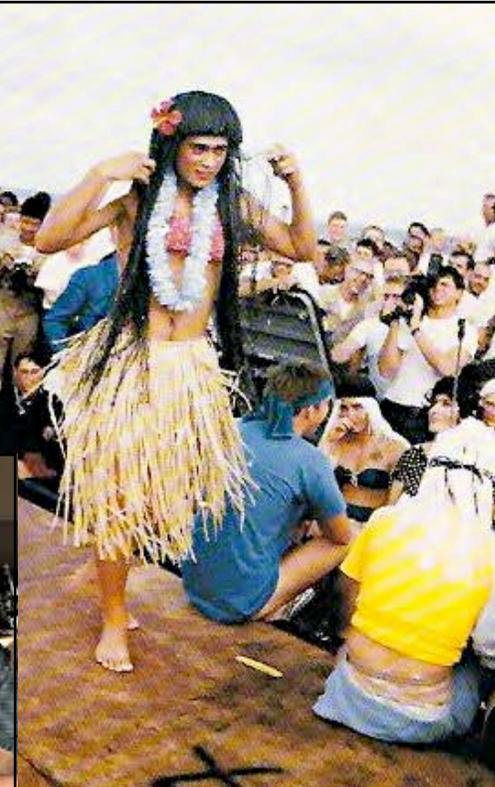
Captain Presenting Mrs. Armstrong with the Flag

USS NEW JERSEY BB 62 TAPS LISTING



<i>Donald B. Barrier</i>	<i>H Div</i>	<i>WW II</i>	<i>Newland, North Carolina</i>
<i>Russell Cashion Jr.</i>	<i>A Div</i>	<i>WW II</i>	<i>Antioch, Tennessee</i>
<i>Geraldine P. Connelly</i>	<i>Associate</i>		<i>Marco Island, Florida</i>
<i>Donald D. Donaghy</i>	<i>8 th Div</i>	<i>WW II</i>	<i>Albertville, Alabama</i>
<i>William A. Edwards</i>	<i>A Div</i>	<i>Korea</i>	<i>W. Palm Beach, Florida</i>
<i>Paul Farris</i>			
<i>Alton Wesley Fisher</i>		<i>WW II</i>	
<i>Capt. Charles Frank</i>	<i>7th Div</i>	<i>WW II</i>	<i>New Orleans, Louisiana</i>
<i>Robert F. Freeman</i>	<i>K div</i>	<i>WW II</i>	<i>Tequesta, Florida</i>
<i>Harold Gill</i>	<i>K Div</i>	<i>WW II</i>	<i>Moraga, California</i>
<i>George Goodrich</i>	<i>C Div</i>	<i>WW II</i>	<i>Carteret, New Jersey</i>
<i>Carl Guffey</i>	<i>H Div</i>	<i>WW II</i>	<i>St. Louis, Missouri</i>
<i>Richard Guthrie</i>	<i>X Div</i>	<i>Vietnam</i>	<i>Coshocton, Ohio</i>
<i>Thomas Hesnor</i>	<i>N Div</i>	<i>Vietnam</i>	<i>Loudonville, New York</i>
<i>Eldon Hooper</i>	<i>D Div</i>	<i>WW II</i>	<i>Fresno, California</i>
<i>Richard J. Knight</i>	<i>2 nd Div</i>	<i>Vietnam</i>	<i>Sauquoit, New York</i>
<i>Frederick Meseck</i>	<i>FA Div</i>	<i>WW II</i>	<i>Parsippany, New york</i>
<i>Norris Niblett</i>	<i>E Div</i>	<i>Korea</i>	<i>Laurel, Delaware</i>
<i>Ken Odell</i>	<i>S 1 Div</i>	<i>Korea</i>	<i>Scranton, Pennsylvania</i>
<i>Francis Leonard O'Neil Jr.</i>	<i>8th Div</i>	<i>WW II</i>	<i>Ventress, Louisiana</i>
<i>Michael Prime</i>	<i>S/3 Div</i>	<i>Vietnam</i>	<i>Fulton, New York</i>





Shellback Day

