



USS New Jersey Veterans, Inc. “The Jersey Bounce”



Volume XXXI No. 2 Fall 2016



WWW.USSNEWJERSEY.ORG

President: Bob Dingman

News Editor : Len Jablon



**USS New Jersey BB-62 Reunion
WWII Veterans
August 13, 2016 ~ Philadelphia, Pennsylvania**





**USS New Jersey BB-62 Reunion
Korean War Veterans
August 13, 2016 ~ Philadelphia, Pennsylvania**



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Korean War Veterans
August 13, 2016 ~ Philadelphia, Pennsylvania**



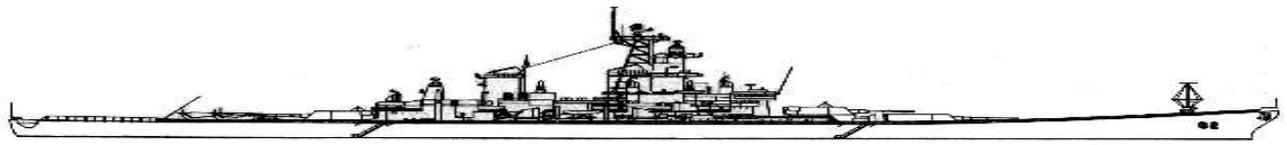


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NEW MEMBERS

TAPS LISTING

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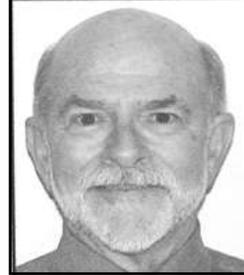
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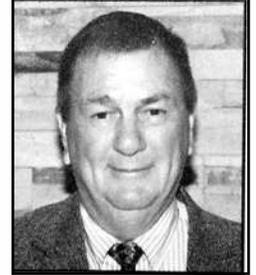
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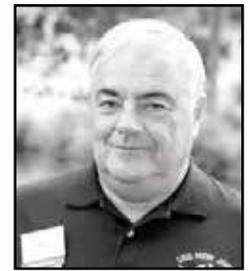
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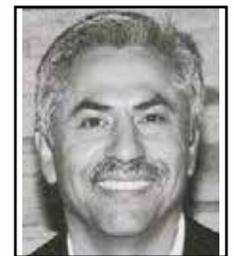
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Minutes USS New Jersey Veterans Inc.

Business Meeting Saturday 8/13/16 10:00 am

Officers Present: President-Steve Sheehan, Vice President-Bob Dingman
Treasurer-Phil Tasker, Secretary-Danny Fielder
Membership Chairman-Garry Blaylock, Master at Arms-Ray Kehoe
Editor-Nick Rasch, Liaison-Bill Meredith, Web Master-Bob Williams

Reading of past minutes was dispensed to the 2015 Fall issue of the Bounce Motion was by George Gunderman 2nd Ralph Millemon.

2 of our Scholarship Recipients came up front to thank us. They were Rachel Stager from last year and Francesca Carnuccio from this year. A letter was read from Jullian Barnabe thanking our organization.

Treasurer Report: Phil Tasker beginning balance \$43,199.85. Receipts of \$30,719.84 Disbursements\$34,667.61 Ending balance \$39,562.08

Membership Report :Garry Blaylock current members on the active roster 690 since last reunion we have gained 20 new members including 3 from this reunion .It is estimated that there were 7500 crew members from the 80's which there are only about 50-75 on the current member list. Also reported that we had 19 on Taps list since last reunion. Invoices will be mailed out by October 1st .

Point of information was brought out by Garry Blaylock about Agent Orange and further discussion from Joe Di Maria, as well as this topic asbestos screening was brought out as well. It is recommended that you contact VA., DAV., VFW, American Legion

The USS New Jersey Veterans Inc. was asked if we could help out with a contribution to the USS Iowa. Motion made by Joe Di Maria to give a \$1,000.00 contribution this was 2nd by George Gunderman. Motion carried.

2017 Reunion will be held at Deerfield IL.,at the Hyatt. \$79.00 per night free parking as well as free breakfast. We will be attending a recruit graduation at the Great Lakes Naval Base,Recruit training Command. Graduation will be held in the drill hall, however there is limited seating. Graduation is at 9:00 am doors close at 8:30 no exceptions. We plan on being on base between 7:30 and 7:45. Lunch will be at the Port of Call restaurant. Possible tour of base and Great Lakes Museum. The closer we get to the reunion we will have more information on seating arrangements at the graduation. The organization is also looking into the possibility of having our Memorial Service on base as well.



Minutes USS New Jersey Veterans Inc.

Business Meeting Saturday 8/13/16 10:00 am

Recommendations for 2018 reunion with votes

New Orleans,La.- 42

San Antonio,TX.- 8

Oklahoma City,Ok.- 2

Chattanooga,TN.- 1

Galveston,TX.- 0

New Orleans won - see ya there 2018

Cliff Richardson has donated \$1500.00 towards the ships deck repair. With the other proceeds we have a total of \$2325.00 to help with deck repairs.

Officer Elections

President- Bob Dingman

Vice President- Leon Tucker

Treasurer- Phil Tasker Secretary-

Danny Fielder Liaison Director-

Bill Meredith

Membership Chairman- Garry Blaylock

Small Stores- Mike Schappaugh

Master at Arms- Ray Kehoe

Web Master- Bob Williams

Bounce Editor- Len Jablon

Seating Coordinator- Bill Myers

Chaplain- Felix Bautista

Historian- Jason Hall

Reunion Coordinator- Steve Sheehan

VA Liaison Director- Ralph Millemon

This concludes the 2016 business meeting.

Motion made to adjourn by Ray Kehoe with 2nd by Bill Myers, meeting adjourned

Recorded Minutes

Danny Fielder: Secretary USS New Jersey Veterans Inc.

The 50/50 winners at this years reunion were: 1st

Bill Breckel from West Palm Beach, FL \$614 2nd

John Skocik FROM Uniontown, PA \$368

3rd Blair Schetompf from Peabody, MA who donated his winnings to this years' scholarship winners \$246



Message from the President

Greeting,

This will be my first letter to the membership as President of the USS New Jersey Veterans. I want to thank the members of the organization who attended the 2016 reunion in Philadelphia and voted me into this position. I can honestly say that when I started attending the reunions in 2002, I never thought of being President some day. I will do my best to perform the duties to the best of my abilities. I have thoroughly enjoyed serving as Vice President and Reunion Planner, along side President Steve Sheehan, for the last four years. Steve did a great job as President and the two of us enjoyed the challenges of planning and executing your reunions. Not much will change over the next four years, as I took over for Steve as President, and Steve took over my position of reunion planner.

Over the last 10 years or so, the organization has seen a steady decline in membership. This has been primarily due to the normal aging of our members. There's not much we can do about getting older, but we need to work on recruiting new members. Looking back through old issues of the Jersey Bounce, I've found the following membership numbers, beginning with the first Jersey Bounce I received when I joined, April, 1988 - "about 1200", Spring 2004 - 1384, Fall 2005 - 1304, Fall 2006 - 1130, Fall 2008 - "less than 1000". As I write this, current membership numbers for each era are as follows: WWII = 73, Korea = 241, Vietnam = 176, 1980's = 111 and Associates = 83. That's a total membership of 684. We cannot be discouraged. There are plenty of BB- 62 shipmates out there. We need to find them and encourage them to join. During the winter of 2004, almost 100 shipmates from E Division during Vietnam were located through the use of the Internet. Many of them joined and attend our reunions almost every year. You can find your shipmates too, and it's a lot easier now, with so many social media sites.

More crew members from the 1980's appear to be coming aboard slowly, but steadily. The last two reunions have seen the largest numbers of these shipmates join us. Your shipmates from the WWII and Korea eras have done their duty. They started the organization and built it up. The Vietnam crew, of which I am one, has steadily taken over the leadership. With this years "retirement" of Bounce Editor, Nick Rasch, we no longer have a WWII or Korea era member serving on the Board of Directors. This is the first time since the organization was started in 1982. We currently have four shipmates from the 80's on the Board of Directors. Danny Fielder - Secretary and Lebanon Era Representative, Felix Bautista - Chaplin, and newly elected this year, are Leon Tucker, Jr. - Vice President and Len Jablon - Editor of the Jersey Bounce. The future of the organization will be in the hands of our 1980 era shipmates.

I hope everyone had a good time at the 2016 reunion in Philly. Thank you to all who worked so hard to make it what it was. We are hard at work on the 2017 reunion in Deerfield, IL, and Steve is also looking into hotels in New Orleans for 2018. I hope lots of you will join us at one, or both, of these reunions.

Sincerely,
Bob Dingman, EM2
E Division, '67-'69



Message from the Vice President

A Gunners mate dream is to serve on a Battleship. I am truly blessed I served on two. My first was the ship of the I originated from. My ultimate desire was to achieve as much as possible which I did. The saddest day for me was when I had to leave the Big J. Only to discover myself and other Big J crew members were being sent to Big Mo. I am truly honored to be be the Vice President. I will perform the duties of this office with the ultimate enthusiasm. Thank you all for nominating me.... Peace!

Leon Tucker



Message from the Ship's Store Manager

The store is off to a great start. I have sorted, folded and inventoried everything I received after the last reunion. I have, or will be ordering merchandise to replenish the existing stock.

I have enlarged the hut pin selection. Go to our website for the new selection. Unfortunately, at this time, certain pins are no longer available, but I will keep looking for new suppliers.

I am working on embroidering for hats, with velcro straps, buckles, or flex fit, in white or navy blue. Also checking out back packs, new tote bags and 6 pack carry coolers.

Finally, I am looking into new shirts for the ladies.

Anyone willing to contact me, can do so at:
Email: SIXPACA12@Yahoo.com
Phone: 727-415-5798

Christmas is Coming – ORDER NOW!!!

Mike



Message from the Secretary

I guess they did not learn their lesson. I was voted in again as Secretary, and come to think of it, I think they just put me back in. All jokes aside-glad to do my part. As you read through the bounce and come across the minutes, if there are any questions, feel free to contact me or one of the other officers. It was very encouraging at this reunion to see the larger number of 80's era guys to come. Sometimes I wonder about this younger generation coming up, but when we get to the scholarships, it is truly wonderful. These young people do give me hope. The business meeting this year went really good and we took care of business; believe we got finished in record time.



Another reunion has come and gone, it was a really great reunion back at the ship. I have used different light houses but the symbol of the light house is the same, as all of the different shipmates over the years we are all different but we all had the same purpose. That purpose was to serve onboard the USS NEW JERSEY and to serve our country.

Since last reunion we have had 19 shipmates to pass away, and we have gotten 20 new members to join our organization which included 3 from this reunion. On a more positive and encouraging note we did have more from the 80's era at this reunion.

The 80's are stepping up, we now have 4 officers from the 80's. Vice President-Leon Tucker myself as secretary, Len Jablon-Bounce Editor, Chaplain Felix Bautista. Good job guys. We need to make the most of this, there will be a time that it will be up to us to keep this organization going. The other era's have done a fantastic job, and we still need their help and guidance. We are all a part of history, our names may not be mentioned in any news papers or letters, but that does not matter each one of us knows.

Next year we will be in Chicago, and the plans are to attend a recruit graduation, let's be there and show our support. The ship is now dry docked and a wonderful museum, let's not let this organization become dry docked let's keep it going for many generations to come. Hope to see you in Chicago.

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Message from the Membership Chairman

Shipmates,

If you were not at the reunion this year in August, you missed a wonderful get together. We had a great time with old friends and new friends and the visit to the ship was great as usual. The old girl looked pretty good for her age.

The 80's era members of Jersey Sailors continues to grow and some are taking more active roles in our USS New Jersey Veterans group. Many thanks to all that have stepped up!!!

Next year we will be in the Chicago/Great Lakes Area for our 2017 reunion. I'm looking forward to that even though I was very ready to get out of there during boot camp! It was too cold for this Southern Boy! I'm sure the weather will be nice in August for our reunion.

Please, if you have any contact with shipmates that are not members, send them our membership application that can be found on our website USS New Jersey Veterans or let me know who they are so I can send an application to them. All of your help is needed and appreciated!

Louise has had her knee replacement now and is doing very good. We hope to see you on the dance floor next August!

Sincerely,

Garry Blaylock

Membership Chairman / Director

E-Mail: gblaylockbb62@gmail.com

Cell Phone #: 931-797-4744

Home Phone #: 423-710-3838



Message From The Treasurer

We just concluded a very well attended and enjoyable Reunion on the Ship in Philadelphia. From a financial prospective it was also successful in that it was virtually self supporting, requiring only a very modest subsidy from operating funds to balance the costs. That is not always the situation at our annual events with a lower level of participation.

It was also encouraging that for the first time I can research, we will end the year with a positive balance in the Scholarship Fund. The organization has awarded college scholarships for over twenty years. These have been partially funded through private donations and through fund raising activities at the annual reunion but usually the organization also needs to contribute operating funds to complete the awards. This year, the Reunion Coordinator Team did an exceptional job introducing an auction of USS New Jersey, US Navy and other items that raised almost \$2,300 for scholarships. We will end the year with positive balance in the scholarship fund going forward which should help ensure this very beneficial program remains sustainable in the future.

There will be final accounting and financial statements in the Spring Bounce once the "books" are closed out on 2016, but year-to-date our financial position is stable and remains in line with recent experience. Garry Blaylock has been very busy with the renewal process and dues renewals are running ahead of last year's pace, which is also a positive trend for organizational sustainability.

I look forward to visiting with all again in Deerfield next August and having another great reunion experience.

So that's where all the money went....just kidding Phillip..



Phillip Tasker
phillip@ptasker.net
(772)-321-2237



Message from the News Editor

For those of you who don't know me, or haven't met me at the last two reunions, my name is Len Jablon. If you didn't know, Nick Rasch, our news editor for the last 8 years or so, has decided to take it easy, and let some "New Guy," figure out how to reinvent the wheel. Nick did a marvelous job for the past few years, and he deserves a huge BRAVO ZULU! He graciously showed me the basics of this daunting task, and I will do my best to come close to Nick's excellent efforts.

A little history on my background for you: I served on the New Jersey from Thanksgiving Day, 1986, to her decommissioning on 08FEB91. My rating was fire control (FC2), and my weapon system was Phalanx (C.I.W.S.). Just as all of you have done before me, I was on 2 West Pac's, showing the flag around the world, while trying to learn how to be the best sailor I could be. Don't know if I ever achieved that, but I did try.

After the navy, I worked for Pepsi Cola, fixing the electronics of vending machines, and delivering them to schools and businesses. While doing that I went to night school at California State University Dominguez Hills, in Carson, CA. After 4 years of "no life," I graduated and started working on my teacher credentialing program. I taught in Long Beach, CA for approximately 15 years, and basically semi-retired, because my lovely spouse has a great job, and she promised to keep me in the lifestyle I have become accustomed to. Oh, been married for 24 years to my beautiful, intelligent and very patient lady, Stacie, and I have a smart and pretty 20 year old daughter named Leah, attending the University of California in Irvine, CA.

Currently, I am a volunteer on the Battleship Iowa, "The Big Stick," and I work in the tour and education departments, as well as their "news" department. I'm one of the new "cub" reporters for "The Broadside," their version of "The New Jersey Bounce." This Veteran's day I'll have been with them for two years, and thanks to that experience, it rekindled my interest in being involved with our beloved "Big J." Just so you know, their quarterly publication is all electronic on the world wide web. Something to think about for the future, because our magazine is expensive to produce in "paper" form, and as you know, our mailing costs continue to rise as well. However, I'm sure we'll continue to have our "print" version for all "you die hard old school types."

If any of you have any interesting articles, photographs or descriptions of your escapades at the reunions, or historic "sea stories," please don't hesitate to get me that juicy information, so I can share it with the rest of our shipmates in our organization, and all other New Jersey affiliate organizations.

Hope you had a wonderful Thanksgiving, and have a healthy, safe and Happy New Year. God

Bless all of you, and our sailors, soldiers and airmen throughout the world.....

Len Jablon, News Editor



Seating Coordinator

The 2016 Reunion is now in the books and we can start looking forward to the next one in 2017. This was a great reunion and I was so glad to see so many shipmates attending their first reunion. Especially all of those from the 80's as you are the ones who will have to step up and take charge to keep this organization strong for years to come.

It was good to once again walk the decks of our beloved ship, visit our old work spaces and relive memories of our youth. As always I was amazed at how the ladders seem to be narrower and steeper than when we were aboard. It was an amazing day, although very hot.

Both the Welcome Aboard Dinner and the Banquet on Saturday were well attended and were a rousing success. Wednesday at the Welcome Aboard we had a very successful auction that raised a great deal of money for the scholarship fund. The Banquet on Saturday was an evening of good friends, good food, good music and an all around good time.

At the Saturday business meeting we had the election of officers to lead us through the next 4 years. I'm happy to announce that we now have 3 members from the 80's on the board. Thanks for stepping up.

I have agreed to serve for another 4 years as the Seating Coordinator/Advisor. At the end of this term it will be 12 years and at that time I will be turning this position over to another. So start thinking about it and prepare to take over.

We will be North of Chicago for next year's reunion which will include a trip to the Great Lakes Naval Training Center to view a Recruit Graduation. For those of you who did your Basic Training at Great Lakes, it will be a homecoming. I hope to see many of you there and look forward to serving your seating needs.



Bill Myers
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Remembering Pearl Harbor and the USS Arizona on the 75th anniversary of the start of WWII



USS New Jersey Crew members Manning the Rails for the USS Arizona



WWII History of the Battleship U.S.S. New Jersey BB-62

The second *New Jersey* (BB-62) was launched on 7 December 1942 by the Philadelphia Naval Shipyard; sponsored by Mrs. Charles Edison, wife of Governor Edison of New Jersey, former Secretary of the Navy; and commissioned at Philadelphia on 23 May 1943, with Captain Carl F. Holden in command.

New Jersey completed fitting out and trained her initial crew in the Western Atlantic and Caribbean. On 7 January 1944 she passed through the Panama Canal war-bound for Funafuti, Ellice Islands. She reported there on 22 January for duty with the Fifth Fleet, and three days later rendezvoused with Task Group 58.2 for the assault on the Marshall Islands. *New Jersey* screened the carriers from enemy attack as their aircraft flew strikes against Kwajalein and Eniwetok from 29 January - 2 February, softening up the latter for its invasion and

New Jersey began her distinguished career as a flagship on 4 February in Majuro Lagoon, when Admiral Raymond A. Spruance, commanding the Fifth Fleet, broke his flag from her main. Her first action as a flagship was a bold two-day surface and air strike by her task force against the supposedly impregnable Japanese fleet base on Truk in the Carolines. This blow was coordinated with the assault on Kwajalein, and effectively interdicted Japanese naval retaliation to the conquest of the Marshalls. On 17 and 18 February, the task force accounted for two Japanese light cruisers, four destroyers, three auxiliary cruisers, two submarine tenders, two submarine chasers, an armed trawler, a plane ferry, and 23 other auxiliaries, not including small craft. *New Jersey* destroyed a trawler and, with other ships, sank destroyer *Maikaze*, as well as firing on an enemy plane which attacked her formation. The task force returned to the Marshalls on 19 February.

Between 17 March and 10 April, *New Jersey* first sailed with Rear Admiral Marc A. Mitscher's flagship *Lexington* (CV-16) for an air and surface bombardment of Mille, then rejoined Task Group 58.2 for a strike against shipping in the Palaus, and bombarded Woleai. Upon his return to Majuro, Admiral Spruance transferred his flag to *Indianapolis* (CA-35).

New Jersey's next war cruise, from 13 April - 4 May, began and ended at Majuro. She screened the carrier striking force which gave air support to the invasion of Aitape, Tanahmerah Bay and Humboldt Bay, New Guinea, on 22 April, then bombed shipping and shore installations at Truk from 29-30 April. *New Jersey* and her formation splashed two enemy torpedo bombers at Truk. Her sixteen-inch salvos pounded Ponape on 1 May, destroying fuel tanks, badly damaging the airfield, and demolishing a headquarters building.

After rehearsing in the Marshalls for the invasion of the Marianas, *New Jersey* put to sea on 6 June in the screening and bombardment group of Admiral Mitscher's Task Force. On the second day of pre-invasion air strikes, 12 June, *New Jersey* downed an enemy torpedo bomber, and during the next two days her heavy guns battered Saipan and Tinian, throwing steel against the beaches the marines would charge on 15 June.

The Japanese response to the Marianas operation was an order to its Mobile Fleet; it must attack and annihilate the American invasion force. Shadowing American submarines tracked the Japanese fleet into the Philippine Sea as Admiral Spruance joined his task force with Admiral Mitscher's to meet the enemy.

New Jersey took station in the protective screen around the carriers on 19 June as American and Japanese pilots duelled in the Battle of the Philippine Sea. That day and the next were to pronounce the doom of Japanese naval aviation; in this "Marianas Turkey Shoot," the Japanese lost some 400 planes. This loss of trained pilots and aircraft was equaled in disaster by the sinking of three Japanese carriers by submarines and aircraft, and the damaging of two carriers and a battleship. The anti-aircraft fire of *New Jersey* and the other screening ships proved virtually impenetrable. Only two American ships were damaged, and those but slightly. In this overwhelming victory but 17 American planes were lost to combat.

New Jersey's final contribution to the conquest of the Marianas was in strikes on Guam and the Palaus from which she sailed for Pearl Harbor, arriving 9 August. Here she broke the flag of Admiral William F. Halsey, Jr., on 24 August, becoming flagship of the Third Fleet. For the eight months after she sailed from Pearl Harbor, on 30 August, *New Jersey* was based at Ulithi. In this climactic span of the Pacific War, fast carrier task forces ranged the waters off the Philippines, Okinawa, and Formosa, striking again and again at airfields, shipping, shore bases, and invasion beaches. *New Jersey* offered the essential protection required by these forces, always ready to repel enemy air or surface attack.

In September the targets were in the Visayas and the southern Philippines, then Manila and Cavite, Panay, Negros, Leyte, and Cebu. Early in October raids to destroy enemy air power based on Okinawa and Formosa were begun in preparation for the Leyte landings on 20 October.

This invasion brought on the desperate, almost suicidal, last great sortie of the Imperial Japanese Navy. Its plan for the Battle for Leyte Gulf included a feint by a northern force of planeless heavy attack carriers to draw away the battleships, cruisers and fast carriers with which Admiral Halsey was protecting the landings. This was to allow the Japanese Center Force to enter the gulf through San Bernadino Strait. At the opening of the battle, planes from the carriers guarded by *New Jersey* struck hard at both the Japanese Southern and Center Forces, sinking a battleship on 23 October. The next day Halsey shaped his course north after the decoy force had been spotted. Planes from his carriers sank four of the Japanese carriers, as well as a destroyer and a cruiser, while *New Jersey* steamed south at flank speed to meet the newly developed threat of the Center force. It had been turned back in a stunning defeat when she arrived.

New Jersey rejoined her fast carriers near San Bernadino 27 October for strikes on central and southern Luzon. Two days later, the force was under suicide attack. In a melee of anti-aircraft fire from the ships and combat air patrol, *New Jersey* shot down a plane whose pilot maneuvered it into *Intrepid's* (CV- 11) port gun galleries, while machine gun fire from *Intrepid* wounded three of *New Jersey's* men. During a similar action on 25 November, three Japanese planes were splashed by the combined fire of the force, part of one flaming onto *Hancock's* (CV-19) flight deck. *Intrepid* was again attacked, shot down one would-be suicide, but was crashed by another despite hits scored on the attacker by *New Jersey* gunners. *New Jersey* shot down a plane diving on *Cabot* (CVL-28) and hit another which smashed into *Cabot's* port bow.

In December, *New Jersey* sailed with the *Lexington* task group for air attacks on Luzon from 14-16 December; then found herself in the furious typhoon which sank three destroyers. Skillful seamanship brought her through undamaged. She returned to Ulithi on Christmas Eve to be met by Fleet Admiral Chester W. Nimitz.

New Jersey ranged far and wide from 30 December to 25 January 1945 on her last cruise as Admiral Halsey's flagship. She guarded the carriers in their strikes on Formosa, Okinawa, and Luzon, on the coast of Indo-China, Hong Kong, Swatow and Amoy, and again on Formosa and Okinawa. At Ulithi on 27 January, Admiral Halsey lowered his flag in *New Jersey*, but it was replaced two days later by that of Rear Admiral Oscar Badger commanding Battleship Division Seven.

In support of the assault on Iwo Jima, *New Jersey* screened the *Essex* (CV-9) group in air attacks on the island on 19-21 February, and gave the same crucial service for the first major carrier raid on Tokyo 25 February, a raid aimed specifically at aircraft production. During the next two days, Okinawa was attacked from the air by the same striking force.

New Jersey was directly engaged in the conquest of Okinawa from 14 March until 16 April. As the carriers prepared for the invasion with strikes there and on Honshu, *New Jersey* fought off air raids, used her seaplanes to rescue downed pilots, defended the carriers from suicide planes, shooting down at least three and assisting in the destruction of others. On 24 March she again carried out the vital battleship role of heavy bombardment, preparing the invasion beaches for the assault a week later.

During the final months of the war, *New Jersey* was overhauled at Puget Sound Naval Shipyard, from which she sailed on 4 July for San Pedro, Pearl Harbor, and Eniwetok bound for Guam. Here on 14 August, she once again became flagship of the Fifth Fleet under Admiral Spruance. Brief stays at Manila and Okinawa preceded her arrival in Tokyo Bay on 17 September, where she served as flagship for the successive commanders of Naval Forces in Japanese waters until relieved on 28 January 1946 by *Iowa* (BB-61). *New Jersey* took aboard nearly a thousand homeward-bound troops with whom she arrived at San Francisco on 10 February.

After west coast operations and a normal overhaul at Puget Sound, *New Jersey's* keel once more cut the Atlantic as she came home to Bayonne, New Jersey, for a rousing fourth birthday party on 23 May 1947. Present were Governor Alfred E. Driscoll, former Governor Walter E. Edge and other dignitaries.

Between 7 June and 26 August, *New Jersey* formed part of the first training squadron to cruise Northern European waters since the beginning of World War II. Over two thousand Naval Academy and NROTC midshipmen received seagoing experience under the command of Admiral Richard L. Connoly, Commander Naval Forces Eastern Atlantic and Mediterranean, who broke his flag in *New Jersey* at Rosyth, Scotland, on 23 June. She was the scene of official receptions at Oslo, where King Haakon VII of Norway inspected the crew on 2 July, and at Portsmouth, England. The training fleet was westward bound on 18 July for exercises in the Caribbean and Western Atlantic.

After serving at New York as flagship for Rear Admiral Heber H. McClean, Commander, Battleship Division One, 12 September - 18 October, *New Jersey* was inactivated at the New York Naval Shipyard. She was decommissioned at Bayonne 30 June 1948 and assigned to the New York Group, Atlantic Reserve Fleet.

Pearl Harbor Casualties and Battle Damage

On Sunday, December 7th, 1941, the Japanese launched a Surprise attack against the U.S. Forces stationed at Pearl Harbor, Hawaii .

By planning his attack on a Sunday, the Japanese commander Admiral Nagumo, hoped to catch the entire fleet in port. As luck Would have it, the Aircraft Carriers and one of the Battleships, were not in port. (The USS Enterprise was returning from Wake Island , where it had just delivered some aircraft. The USS Lexington was ferrying aircraft to Midway, and the USS Saratoga and USS Colorado, were undergoing repairs in the United States).

In spite of the latest intelligence reports about the missing Aircraft carriers (his most important targets), Admiral Nagumo decided to continue the attack with his force of six carriers and 423 aircraft. At a range of 230 miles north of Oahu, he launched the first wave of a two-wave attack. Beginning at 0600 hours, his first wave consisted of 183 fighters and torpedo bombers, which struck at the fleet in Pearl Harbor and the airfields in Hickam, Kaneohe and Ewa. The second strike, launched at 0715 hours, consisted of 167 aircraft, which again struck at the same targets.

At 0753 hours, the first wave, consisting of 40 Nakajima B5N2 Kate" torpedo bombers, 51 Aichi D3A1 "Val" dive bombers, 50 high altitude bombers and 43 Zeros, struck airfields and Pearl Harbor. Within the next hour, the second wave arrived and continued the attack.

When it was over, the U.S. losses were:

Casualties:

USA : 218 KIA, 364 WIA.

USN: 2,008 KIA, 710 WIA.

USMC: 109 KIA, 69 WIA.

Civilians: 68 KIA, 35 WIA.

TOTAL: 2,403 KIA, 1,178 WIA.

Battleships:

USS Arizona (BB-39) - total loss when a bomb hit her magazine.

USS Oklahoma (BB-37) - Total loss when she capsized and sunk in the harbor.

USS California (BB-44) - Sunk at her berth. Later raised and repaired.

USS West Virginia (BB-48) - Sunk at her berth. Later raised and repaired.

USS Nevada - (BB-36) Beached to prevent sinking. Later repaired.

Battleships (cont.):

USS Pennsylvania (BB-38) - Light damage.

USS Maryland (BB-46) - Light damage. USS

USS Tennessee (BB-43) Light damage.

USS Utah (AG-16) - (former battleship used as a target) - Sunk.

Cruisers

USS New Orleans (CA-32) - Light Damage..

USS San Francisco (CA-38) - Light Damage.

USS Detroit (CL-8) - Light Damage.

USS Raleigh (CL-7) - Heavily damaged but repaired.

USS Helena (CL-50) - Light Damage.

USS Honolulu (CL-48) - Light Damage..

Destroyers

USS Downes (DD-375) - Destroyed. Parts salvaged.

USS Cassin - (DD-372) Destroyed. Parts salvaged.

USS Shaw (DD-373) - Very heavy damage.

USS Helm (DD-388) - Light Damage.

Minelayer

USS Ogala (CM-4) - Sunk but later raised and repaired.

Seaplane Tender

USS Curtiss (AV-4) - Severely damaged but later repaired.

Repair Ship

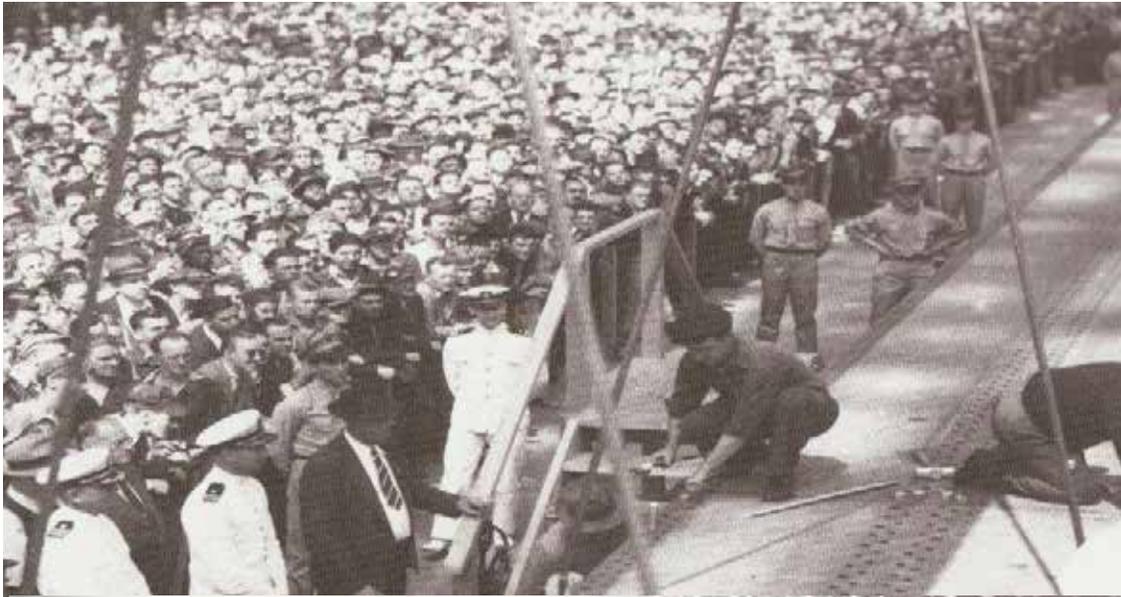
USS Vestal (AR-4) - Severely damaged but later repaired.

Harbor Tug

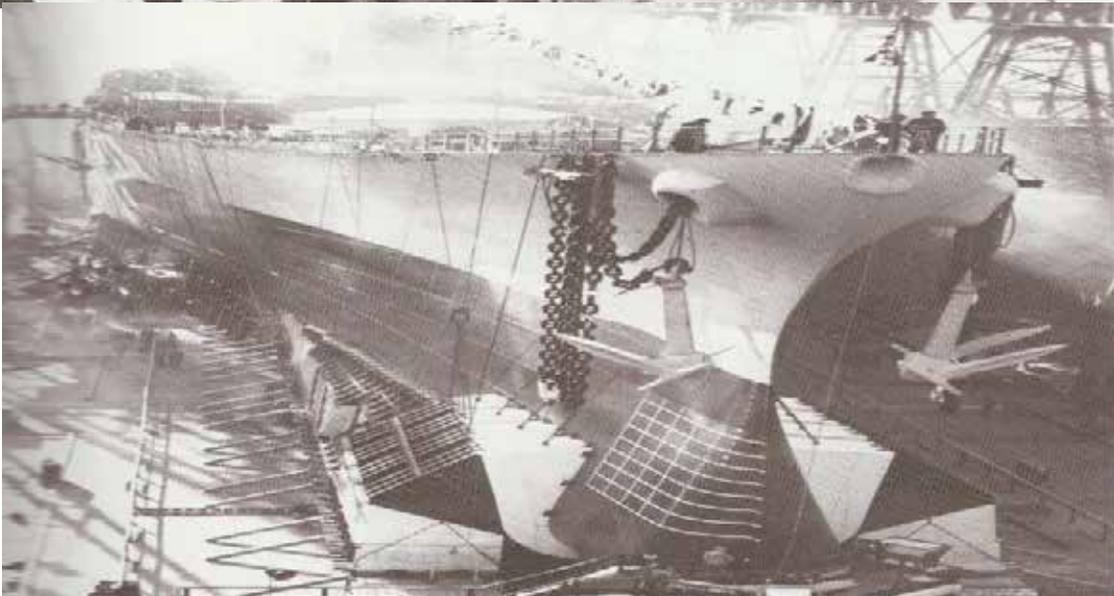
USS Sotoyomo (YT-9) - Sunk but later raised and repaired.

Aircraft

188 Aircraft destroyed (92 USN and 92 U.S. Army Air Corps.)



1940 New Jersey
Keel Laid



Dec. 7, 1942,
New Jersey
Launched



Admiral Halsey
At 1st change of
Command for NJ.

Admiral William "Bull" Halsey addresses the crew of USS NEW JERSEY during her first change of command January 26, 1945.

THE JERSEYMAN DECEMBER 2003

HISTORY OF U.S.S. NEW JERSEY... "TYPHOON COBRA," DECEMBER 18, 1944

Thousands of US sailors serving aboard the 130 plus ships of Task Force 38, rode out a terrible storm on December 18, 1944, and it is sadly remembered today as "Typhoon Cobra." This storm resulted in 3 capsized destroyers, the loss of 790 men, the total destruction of 146 badly needed combat aircraft, and brought crippling damage to many ships. Especially hard hit were the CVL's (Light Aircraft Carriers,) and CVE's (Escort Carriers.) At the time, USS NEW JERSEY (BB62) was serving as fleet flagship for Task Force 38, and was under the command of Admiral William "Bull" Halsey. Today, as The Jerseyman commemorates this tragic World War 2 event, we are privileged to include stories of the storm as it was experienced by many of the sailors who were there.

During our typhoon research, we were also fortunate to have had contact with Mr. Richard A. Strand, brother of lost USS SPENCE crewman Robert L. Strand. Mr. Strand has compiled an extensive amount of material about his brother's ship. He graciously shared this information with The Jerseyman, and for many years, has offered his efforts at no cost, to the families of USS SPENCE crewmen. Along with the USS SPENCE's history, his research contains many operating charts for the ship, and an excerpt from the Presidential Unit Citation (PUC), that USS SPENCE had received as part of Arleigh Burke's famous "Little Beaver" Destroyer Squadron (DesRon) 23. The Jerseyman would have liked to be able to use more of Mr. Strand's extensive history of USS SPENCE, but due to an unexpected high number of firstperson stories received, we were very much limited by space. We also regret not being able to establish any contact with survivors, or families of USS HULL, and USS MONAGHAN.

Following, we also include parts of a letter addressed to Pacific Fleet, and Naval Shore Activities, and written by Admiral Chester Nimitz as Commander in Chief, U.S. Pacific Fleet. The letter is dated 13 February 1945, and the subject is: "Damage in Typhoon; Lessons of." This letter describes Admiral Nimitz' own review of the typhoon, and his guidance for future US Navy Commanders encountering cyclonic storms. This letter was apparently sent out just in time... Shortly after Admiral Nimitz' letter, history once again repeated itself for the Pacific Fleet, when on June 5, 1945 another powerful but lesser remembered storm, called "Typhoon Viper" hit them again. With the greatly reduced casualty figures in ships and men during "Typhoon Viper," it was later surmised that Admiral Nimitz' warning letter had reached its intended purpose, and may have prevented heavier loss of life.

History also records that a future President of the United States rode out Typhoon Cobra in December of 1944. President Gerald R. Ford narrowly missed being swept overboard at the height of the storm, when he was serving as Assistant Navigator in USS MONTEREY (CVL26). MONTEREY was so badly damaged from planes broken loose and from fires, that she was detached from the fleet and returned to Bremerton, Washington for repairs. President George H. W. Bush, a Navy fighter pilot assigned to USS SAN JACINTO (CVL-30), narrowly missed Typhoon Cobra when he was ordered back to the states for reassignment earlier in December 1944. USS SAN JACINTO was also heavily damaged. This National Archives photo taken from USS ESSEX (CV9), shows USS LANGLEY (CVL27) taking a sharp roll during Typhoon Cobra. USS NEW JERSEY is identified in the background to the left of LANGLEY...



We sincerely thank the men aboard USS NEW JERSEY, USS WISCONSIN, USS MARSHALL, USS FRANKS, USS SOUTH DAKOTA, USS ASTORIA and other ships of Task Force 38, for sharing with us what it was like to ride out the fury of "Typhoon Cobra."

THE JERSEYMAN
DECEMBER 2003

“ U.S.S. NEW JERSEY (BB 62)

From: The Commanding Officer To: The
Commander in Chief, U.S. Fleet Subj:
Report of Operations...

1. GENERAL NARRATIVE,

....On 14, 15, and 16 December carriers launched fighter sweeps and night heckler missions against LUZON airfield and facilities. No enemy forces were encountered by surface vessels except a single bogey, flying just above the water, which closed to within 25 miles of the formation on the morning of 16 December.

The task force made rendezvous with fueling groups on 17 December, and this vessel commenced fueling the U.S.S. SPENCE and U.S.S. HUNT. Due to difficult conditions caused by heavy seas fueling operations were only partially successful, and fueling was discontinued by orders of Commander THIRD Fleet. High winds of gale force and heavy seas continued throughout the night and next day, and prevented the completion of fueling operations until 19 December when this vessel fueled the destroyers HUNT, and THE SULLIVANS and fueled from the U.S.S. MANATEE.

Upon completion of fueling commenced runin for further air strikes a

On 20, 21, and 22 December the task force conducted air and surface searches for survivors of three destroyers reported sunk during the heavy weather, the three task groups operating as independent units during a portion of the search in order to obtain maximum coverage.

On 22 December this vessel fueled the destroyer HUNT and fueled from the U.S.S. CHIKASKIA. At about 1430 (ITEM) this date, Task Group 30.1 was formed (Captain Carl F. Holden, U.S.N., U.S.S. NEW JERSEY) to proceed to ULITHI Atoll. Enroute conducted test firing of 5" special fuze projectiles, and anchored in ULITHI on 24 December."

s/CARL F. HOLDEN

(From the official USS NEW JERSEY War Diary Narrative dated 14 24 December, 1944)



“ THE BLACK DRAGON”

(USS NEW JERSEY 1944-1945, in Measure 21 camouflage. U.S. Navy National Archives photo.)

In December of 1944, USS NEW JERSEY looked far different than she does today... the crane was there, the seaplanes were there, a crew of 2,000 was aboard, and the ship bristled with 20mm and 40mm guns. She also wore two shades of dark blue, called “Measure 21” that gave NEW JERSEY her famous nickname of “The Black Dragon.”

(Note: USS NEW JERSEY was the only USS IOWA class battleship to wear “Measure 21” during WW2.)

Halsey's Typhoon-Description from New Jersey Crewmen

"I had the watch in #1 Engine Room, and I can still remember MM2 Bray sitting on a GI Can to check the air register. Each time the ship would roll, he would slide about 4 feet or so, and then back again on the next roll. I think he enjoyed it. Then when we were relieved, we went up through Officer's Country and took a look out on the Starboard side. Guess we were up around the 05 level, and saw these huge swells coming at us. I can remember Turret #1 going totally submerged and then the bow slowly coming back. Guess we were making about 5 knots, and we looked almost straight down into the sea. I didn't get sick, but many of the other guys did. We used the engine room contamination bucket as a barf bucket..."

**MM3 Russ Collins,
USS NEW JERSEY
M Division**

(Russ Collins is a volunteer today aboard Battleship New Jersey)

"Under Chief Bos'n mate Hewins, I was a Bos'n mate 2nd class in the 5th Div, which was the starboard refueling division. During the storm I remember getting a leadline aboard the ship but unable to get the fuel line to them as the storm was at full gale. (Not sure if it was the SPENCE, if you could locate Chief Hewins, he could give the whole story)

Our sleeping compartment was main deck midships. All hands were to stay below decks during the storm. The storm made match sticks out of our starboard whale boat. After the storm let up, our port boat crew took me, my boat crew, and an officer over to the USS ST. PAUL, and they gave us one of their whale boats as a replacement. Getting back aboard was quite a chore as the ship was underway and the sea was still pretty rough. If by some chance you do locate Ledrow Hewins, please contact me."

**Gordon J, De Corsey
Bos'n Mate 2nd class. 5th. Div.
USS NEW JERSEY Plankowner, 1943- Sept 1945.
Antelope, California**

"The experience I recall during Typhoon Cobra was exciting to say the least. I remember when a destroyer came along side. It would have landed on our main deck had the wind and the waves pushed it in our direction.

The smaller Navy ships were going up and down, side to side. The New Jersey just plowed through the water without batting an eye.

SF2C Bartholomew and I were going out the door to the main deck. Because of the wind and water spray, he grabbed the edge of the door to get more leverage opening it. Much to our surprise, a spray turned into a wave of water that slammed the door shut on Bartholomew's hand! He yelled and we both thought he had lost his four fingers. Luckily, his fingers only had about a 3/8" deep crease on them. Not one of them was broken. We were glad the Jersey came through the typhoon without many problems. But my eyes well up with tears as I think of the destroyers and men that we lost."

**Ken Loewecke SF2C, Division R
Plankowner USS NEW JERSEY
Rockford, Illinois**

Shipmates Fred Meseck, and Dwight Jacobs, Jr., have been buddies since World War 2 and served aboard USS NEW JERSEY together. They remember well being on sea watch in the Sky 1 Director, and collaborated on the following story of riding out Typhoon Cobra...

"We were furnishing ranges to the bridge, in order to maintain station in the task group. The seas were building to 40 or 50 ft with wind speed 50 to 60 knots. We can clearly remember how the screening DDs were having a hard time, and rolling in excess of 45 degrees.

After a few hours the weather got worse, seas at 75 to 100 ft, and winds 100 knots.

Task group communications ordered all ships to turn into the wind and try to maintain station. We received word to watch for survivors of a capsized DD. At this time visibility was very poor, one of the DDs floated by bottom up, and we spotted a whale boat with 3 men aboard.

The wind was blowing the tops of the waves into whiteout conditions with rain blowing horizontally. We were watching all of this through our gun sites, because we had to have the hatches closed. At times our bow buried itself over turret 2 in green water. At times we thought she would never come up. Our roll was 30 deg. or more. The 40 mm quad was taking a beating, shields bent out of shape, ammunition rolling about the deck. The storm got worse, and we were unable to leave the gun director due to the high winds. 12 hrs. had already passed and it was another 12 hours before some K rations and cold soup arrived.

At the height of the storm we arrived at the storm's eye, and what a sensation after total roaring noise for so many hours! We then opened the hatches to be greeted by complete quiet and calm, surrounded by a storm wall of thousands of feet, and with blue sky overhead. The fresh air felt great, and we must have smelled real bad, being cooped up for so long. This lasted for 20 minutes when we had to button up again. They later told us that the wind gusts reached over 200 knots and the seas were over 100ft." USS NEW JERSEY "Sky 1" Director Fred Meseck, FC3/c FA Division, Paramus, New Jersey, and Dwight S. Jacobs, Jr., FC2/c FA Division, Long Beach, California

Halsey's Typhoon-Description from New Jersey Crewmen

" My name is Jack E. Britton, I was in the 7th Division. My work station was main deck aft , and my battle station was main deck aft starboard side, 40 mm on the stern. My watch station was in the superstructure amidships.

I was on the main deck starboard side, when USS SPENCE Destroyer came along, and the weather was getting pretty rough. Both our ships were rolling and pitching fore and aft. I t wasn't long before they had to break (chop the hose loose on the destroyer side,) and it cast off away from us. There were three Destroyers lost that night. SPENCE, HULL, I don't remember the third one. I had a buddy who had been on the HULL, but was transferred just before this happened. Later that evening when I was on watch, it was one rough sort of a gun."

Jack E. Britton
Seaman 1/c
USS NEW JERSEY 2 yrs. 3mos.
Grand Junction, Colorado

Chief Machinist Mate Richard Feltes was a plankowner aboard NEW JERSEY, Division Chief of #4 engine room, and kept a daily log. The log is part of USS NEW JERSEY archives, and excerpts are reprinted here with thanks to Scott Kodger, VP of Curatorial affairs, and Bob Walters, Archives Manager.

"December 17 - Sunday

Fueled DD's around 1100. When we tried to fuel from tankers it had become too rough and our hose connection parted. 133 more planes destroyed on the 15th on Luzon. We had planes over their fields all nite. 1st time we used carrier planes for nite strikes.

December 18 -

One of worst storms I've ever seen. Ship had 24 deg roll at times. A CVL rolled 64 deg and sent out an SOS. The USS MONTEREY, a CVL caught fire when a plane broke loose and exploded. She is dead in the water, 1 boiler steaming from taking water down the stack. At 1400 a 101 Knot gale was blowing. DD's are low on fuel and it is feared some won't have enough to keep underway all nite. USS BALTIMORE and INDEPENDENCE lost 2 men each over the side and it's said other ships lost men. WISCONSIN lost a plane.

December 19

Typhoon has passed us. We fuel DD's in morning. The USS HULL, a DD capsized yesterday with only 10-15 men saved. 2 more DD's haven't been heard from. Our CVL's took a terrific beating in the storm. We have some topside gear out of order as well as ventilation systems, making it hard in the mess halls. 2 DD's, 2 DE's and a tanker haven't been located or heard from yet.

December 20

Admiral Nimitz' communique of results of 3 day strike on Luzon. Destroyed or damaged 461 planes. Sunk 94 ships. 1 Large transport, 3 oilers, 45 cargo ships of all sizes, 2 landing craft, 12 small vessels, 4 DD's, 2 DE's and 25 landing barges. Tanker and 2 DE's were found 100 miles away. The DD's SPENCE and MONOGHAN are presumed to be lost due to the storm. The DD DEWEY, CVL's CABOT, MONTEREY, COWPENS ad SAN JACINTO left for Ulithi for repairs. We are supposed to make a strike on Luzon tomorrow. Due back Ulithi for Xmas. Admiral Nimitz is expected aboard while at anchor.

December 21

We did not strike Luzon today due to heavy seas. Ship rolled 20 deg at times. Word came below at 0200 we were turning back.

1030- GQ

1035—Secured. C.A.P. shot down 2 Jap bombers. DE picked up 40 survivors from the DD's MONOGHAN, HULL and SPENCE all lost in the storm. DD DEWEY had 1 stack and mast of superstructure torn off. DE's lost part of their topside superstructure. More damage from storm than if the Japs had hit us!"

Halsey's Typhoon-Description from New Jersey Crewmen

"I was a plankowner on NEW JERSEY. I joined the Navy at 18, went to boot camp at Great Lakes, and served aboard her from commissioning to April of 1946. When Typhoon Cobra hit, I was a Machinist Mate 3/c and worked in the #4 engine room. I remember that Chief Feltes was our Division Chief and you know, each engine room had their own chief. When the war ended, the Chiefs were getting scarce and I remember that we had second class taking charge. I can also recall sleeping in the engine room under the shaft because it was much cooler there... we didn't have anything but blowers and it got awful hot.

When the Typhoon was building, I can remember it was the only time I ever saw the oil lines part between a Destroyer and New Jersey. There was oil all over the place, and we got a lot of it. I can also remember with all the heat and the ship rolling, that it caused a real ordeal on the mess deck. When one man would start throwing up, it would kind of "work the crowd" it was so rough.

My brother was on the LEXINGTON in the Typhoon and he said the flight deck was taking on green water. We were also told that the NEW JERSEY had men watching the expansion joint on the main deck very closely through the whole thing."

MM 3/c Frank Keenan
USS NEW JERSEY
Merrill, Michigan

"I am a "Plank Owner", and I was assigned to the "Jersey" when she was Commissioned at the Philadelphia Navy Yard on 23 May 1943.

At the time of Typhoon Cobra, I was a SN {2nd Div} and my GQ Station and Sea Detail Station was on the Bridge manning the PPI Scope. It was an awesome sight to see this "Big" steel ship's Bow come up out of the Sea and Plow and wallow in the trough between the gigantic waves, then slam down into the sea and shudder the length of the ship. Only skillful Seamanship brought her through.

Standing on the Bridge during this Typhoon was something I have never forgotten and all eyes were focused on the ship's Clinometer as she rolled back and forth.

When we finally dropped anchor in Ulithi, the crew members could only say - "What a Ship" - "What a Ship".

There was a Destroyer (I don't know if it was the USS Spence) that came to refuel and almost pitched her Bow on the Deck amidships and then we broke off the refueling.

The USS NEW JERSEY earned 9 Battle Stars during WW2. Twice while I was at the USNTC, Great Lakes, III, (Com NINE Staff) and during Inspections, I was checked to see if I really rated these stars on the ribbon.

At one of the Inspections mentioned above, standing next to me was an HM1. As the Inspection Party came by, a Captain in the Party stopped in front of the HM1, stood there, saying "Oh My God - Oh My God" - and grabbed the HM and they hugged each other. The story later told was that both had been POW's by the Japs. As told by the Captain, the Hospitalman had been responsible for saving the group with his medical treatment—prayers, etc. etc."

Larry N Welsh, YNC, USN Retired - Oct 1, 1962
USS NEW JERSEY

I live in East Troy, Wisconsin (a suburb of Milwaukee, Wisconsin, the Beer City)

"I was a machinist mate in B division at the time of this storm and while it was a terrible catastrophe for lots of shipmates, the full brunt was not felt as severely on the lower levels of the Fire Rooms.

That little episode took place in the South China Sea. All combat activities were suspended, and the area through the 3rd deck of the superstructure was closed and off limits due to enormous, really enormous quantities of sea water that was awash at those levels. I was in the Radar repair Shack playing pinochle with a couple of buddies, and seawater spray would splash at that level. As I recall looking out over the top of the Bridge, green sea water was at the base of #2 two main battery.

The ship would shudder every time as the bow came up out of the Sea. The bulb at the bottom of the prow was clearly visible. The storm was not really much for the crew where I worked in # 3 fire room at the lower level. We just had to maintain status quo in order to keep our bow into the weather, and our speed was approx. 3 knots, just enough to keep us into the wind and weather. We lost the refueling rigging on more than one occasion during this ordeal, and generally we refueled our escorts every 2.4 days at sea. I don't recall the Spence particularly because this problem was routine. I do recall however that destroyers were swamped with all hands, and it was tragedy beyond words. The general consensus of opinion was that they were swamped by a wave that caught them broadside. We will never know.

Every piece of life saving equipment, rafts, floating nets and 12 man life buoys were stripped from the decks as though an acetylene torch had cut them free. 40 mm gun shrouds were bent, 20mm mounts were wrenched from their moorings, but no one was hurt as a result of this storm.

Pictures?? We were at war, no one had a camera. Seems like yesterday, but that was nearly 59 years ago, but who's counting?"

Leo J. Cox
USS NEW JERSEY
Vail, Arizona

Japanese Instrument of Surrender

We, acting by command of and in behalf of the Emperor of Japan, the Japanese Government and the Japanese Imperial General Headquarters, hereby accept the provisions set forth in the declaration issued by the heads of the Governments of the United States, China and Great Britain on 26 July 1945, of Potsdam, and subsequently adhered to by the Union of Soviet Socialist Republics, which four powers are hereafter referred to as the Allied Powers.

We hereby proclaim the unconditional surrender to the Allied Powers of the Japanese Imperial General Headquarters and of all Japanese armed forces and all armed forces under Japanese control wherever situated.

We hereby command all Japanese forces wherever situated and the Japanese people to cease hostilities forthwith, to preserve and save from damage all ships, aircraft, and military and civil property and to comply with all requirements which may be imposed by the Supreme Commander for the Allied Powers or by agencies of the Japanese Government of his direction.

We hereby command the Japanese Imperial General Headquarters to issue at once orders to the Commanders of all Japanese forces and all forces under Japanese control wherever situated to surrender unconditionally themselves and all forces under their control.

We hereby command all civil, military and naval officials to obey and enforce all proclamations, orders and directives deemed by the Supreme Commander for the Allied Powers to be proper to effectuate this surrender and issued by him or under his authority and we direct all such officials to remain at their posts and to continue to perform their non-combatant duties unless specifically relieved by him or under his authority.

We hereby undertake for the Emperor, the Japanese Government and their successors to carry out the provisions of the Potsdam Declaration in good faith, and to issue whatever orders and take whatever action may be required by the Supreme Commander for the Allied Powers or by any other designated representative of the Allied Powers for the purpose of giving effect to that Declaration.

We hereby command the Japanese Imperial Government and the Japanese Imperial General Headquarters at once to liberate all allied prisoners of war and civilian internees now under Japanese control and to provide for their protection, care, maintenance and immediate transportation to places as directed.

The authority of the Emperor and the Japanese Government to rule the state shall be subject to the Supreme Commander for the Allied Powers who will take such steps as he deems proper to effectuate these terms of surrender.

Signed at TOKYO BAY, JAPAN at 09047
on the SECOND day of SEPTEMBER, 1945



By Command and in behalf of the Emperor of Japan
and the Japanese Government.



By Command and in behalf of the Japanese
Imperial General Headquarters.

Accepted at TOKYO BAY, JAPAN at 09057
on the SECOND day of SEPTEMBER, 1945

for the United States, Republic of China, United Kingdom and the Union of Soviet Socialist Republics, and in the interests of the other United Nations at war with Japan.


Supreme Commander for the Allied Powers


Republic of China Representative


United States Representative


United Kingdom Representative


Union of Soviet Socialist Republics
Representative


Commonwealth of Australia Representative


Dominion of Canada Representative


Provisional Government of the French
Republic Representative


Kingdom of the Netherlands Representative


Dominion of New Zealand Representative

tion, the ships had been previously pounded by naval gunfire.

File Copy

USS NEW JERSEY (BB-62)

The present NEW JERSEY was authorized by an act of Congress May 17, 1938 and the contract was awarded to the Philadelphia Navy Yard in July, 1939.

Previous battleships of the five prevailing naval superpowers were limited by a 1922 Washington treaty to stop the maddening guns/armor/hull cycle of increasing size and thickness to 35,000 ton hulls and 16-inch guns. An additional 10,000 tons took the shape of NEW JERSEY's long, graceful bow. This made her much faster than her predecessors, giving her the classification "fast battleship." She was built for just \$110 million.

Launched Dec. 7, 1942 (exactly one year after the bombing of Pearl Harbor), the ship was commissioned May 23, 1943. She was fitted out at Philadelphia and departed on her shake-down cruise Aug 9, 1943 in preparation for her part in World War II.

World War II

NEW JERSEY took to sea Jan. 2, 1944 bound for the Pacific. She participated in operations in Truk in the Marshall Islands, Western New Guinea, the Marianas Turkey Shoot, the battle of the Philippine Sea, the Caroline Islands, the battle of Leyte Gulf, Luzon, Formosa, the battle of Cape Engano, Iwo Jima and finally Okinawa, earning a total of nine battle stars. The ship operated with both the Third and Fifth Fleets and was flagship for Admirals William F. (Bull) Halsey and Raymond A. Spruance.

Even so, her World War II career was somewhat disappointing. Already, strategy had changed to favor the aircraft carriers. The battleships escorted them, serving as anti-aircraft platforms. NEW JERSEY never had the chance to prove herself against the Japanese fleet, which was rapidly being sunk by American ships, planes and submarines by the time she entered the Pacific. At one time, during the American invasion of Leyte, she narrowly missed a confrontation with the Japanese 70,000-ton super-dreadnought YAMATO. NEW JERSEY was detached from amphibious escort duties to pursue an unloaded carrier decoy force. The YAMATO's group advanced, then retreated from a miraculously effective, albeit mismatched defensive force before NEW JERSEY could return at top speed to join the fray. YAMATO, one of two of

the largest battleships ever built,

was sunk by successive waves of unopposed air attacks by more planes than attacked Pearl Harbor. One Japanese battleship, the MUSASHI, was sunk by at least 16 bomb and 21 torpedo hits.

The last real battleship-to-battleship confrontation took place in the Atlantic breakout of the famous Voss-built German battleship BISMARCK which sunk the HMS HOOD. BISMARCK was disabled by a lucky aircraft torpedo shot and was subsequently engaged by massive naval artillery strikes (2,876 5- and 16-inch shells) and torpedo (60) attacks. British Rear Admiral Tovey, as he left the scene with his battle force signalled "cannot get her to sink with guns." Whether she sank or was scuttled by her crew remains unclear.

One other fact remains, however. While the ARIZONA and OKLAHOMA were sunk in Pearl Harbor, no U. S. battleship was sunk in action at sea in World War II, despite massive damage to several. In fact, the ships proved so hardy that in the Bikini atom bomb tests, the USS PENNSYLVANIA was still afloat after surviving two nuclear blasts.

LAUNCHING

BATTLESHIP

U. S. S. NEW JERSEY

DECEMBER 7, 1942

NAVY YARD, PHILADELPHIA

REAR ADMIRAL M. F. DRAEDEL, U.S.N., COMMANDANT
REAR ADMIRAL A. J. CHANTY, JR., U.S.N., MANAGER

SPONSOR

MRS. CHARLES EDISON

WIFE OF

HONORABLE CHARLES EDISON

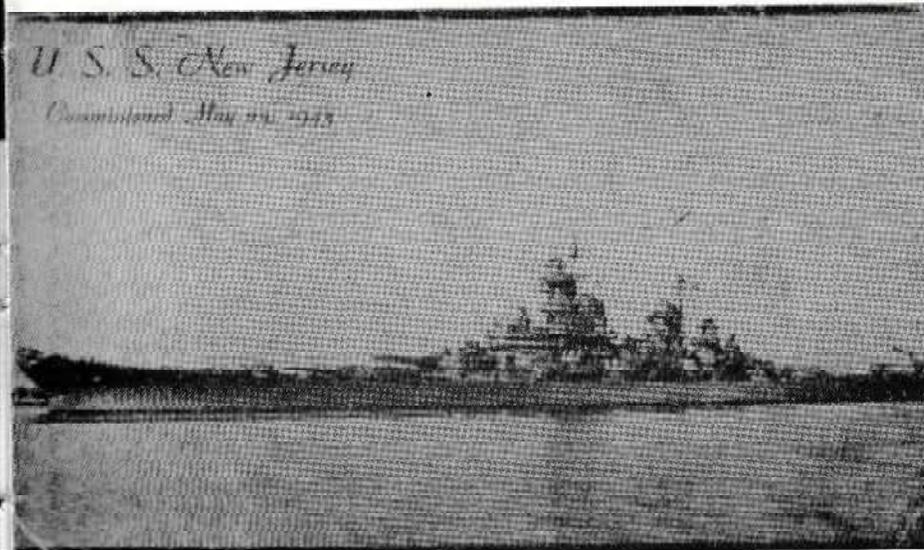
GOVERNOR

OF

THE STATE OF NEW JERSEY

ANNOUNCED BY

PHILADELPHIA NAVY YARD DEVELOPMENT ASS'N.



A postcard depicts NEW JERSEY upon commissioning.

In 1947, NEW JERSEY was attached to the Atlantic Fleet and on June 30, 1948 was decommissioned and joined the reserve fleet at Bayonne, N. J. She and her sister IOWA-class battleships — IOWA and WISCONSIN — were put to rest with the exception of the USS MISSOURI, named for the home state of President Harry Truman, who probably favored her.

Korean Conflict

NEW JERSEY didn't sleep long. She was recommissioned in November 1950 to assist United Nations forces in the Korean Conflict. During the time the ship was in Far Eastern waters (first Korean tour from April 1951 to November 1951,



NO. 13 U. S. S. NEW JERSEY SEPTEMBER 3, 1944

HALSEY ON THE JERSEY

Admiral William F. Halsey is one of the few military leaders of this era who has become a legend in his own time. And today the U.S.S. NEW JERSEY has the lucky prospect of retaining a part of that aura of legend and history which will surround the name of Halsey as long as American naval traditions are remembered. When the history of the war against Japan is written, it will be in part the story of the achievements of Admiral Halsey, America's "fightinest admiral," since David Farragut of the Civil War. The famous Civil War admiral ordered, "Damn the torpedoes and full speed ahead." It is hard to say which of the many Halsey sayings will be remembered. It might be "The only good Jap is a dead Jap;" it might be one of half a hundred other witty remarks he has made at high moments of our recent naval history. Or it might be some order he will give on board the NEW JERSEY in the months ahead.

ADMIRAL WILLIAM FREDERICK HALSEY Jr.



ADMIRAL HALSEY has long been one of the legions heroes of the NEW JERSEY. Reason: he is a native-born JERSEYMAN. He was born at Elizabeth, N.J., and lived there for five years. The state of New Jersey claims him as its own, although his legal residence is California. When the NEW JERSEY was searching for a tradition to live up to, the state of New Jersey proudly handed over Admiral Halsey, lock, stock and barrel as the state's Number One naval product.

Admiral Halsey has the priceless genius of being able to put into cold and chiselled words the burning emotions men feel in war----their

--- RESTRICTED ISSUE - Not to be mailed home - For use only on ship ---

the ship's newspaper "Jerseyman" welcomes ADM "Bull" Halsey.

and second tour from March 1953 to November 1953) the ship was flagship for the Seventh Fleet. Duties in Korean waters included gun strikes along the coast of North Korea and gunfire support at the 38th parallel "bomblines." Targets included bunkers, bridges and even moving trains: a true test of 16-inch gun accuracy. In Korea, NEW JERSEY fired over 7,000 16-inch rounds.

On May 21, 1951 the ship took its only wartime casualty. A Korean coastal battery opened fire when the battleship entered its range. A near-miss, one four-inch shell exploded aft of the ship (port). The shrapnel killed one man and injured two others. Also, the ship's forward 16-inch gun turret took a direct hit but the turret crew suffered no casualties and the turret sustained little damage. NEW JERSEY maintained her reputation gained in World War II that she was a "lucky" ship.

Upon returning to the United States and until the summer of 1957, NEW JERSEY operated with the Atlantic Fleet out

of her home port, Norfolk, Virg. Some of these operations included two midshipmen cruises to Europe, short reserve cruises: a five-month cruise with the Sixth Fleet in the Mediterranean and participation in NATO operations during the fall of 1956

In December 1956, NEW JERSEY reported to the New York Naval Shipyard for inactivation and on Aug. 21, 1957 she was decommissioned and placed in the inactive reserve fleet at Bayonne, N. J. She was moved to the Inactive Ship Maintenance Facility at the Philadelphia Naval Shipyard. On Nov 5, 1957, the world's last active battleship, the WISCONSIN was also decommissioned.

Vietnam Era

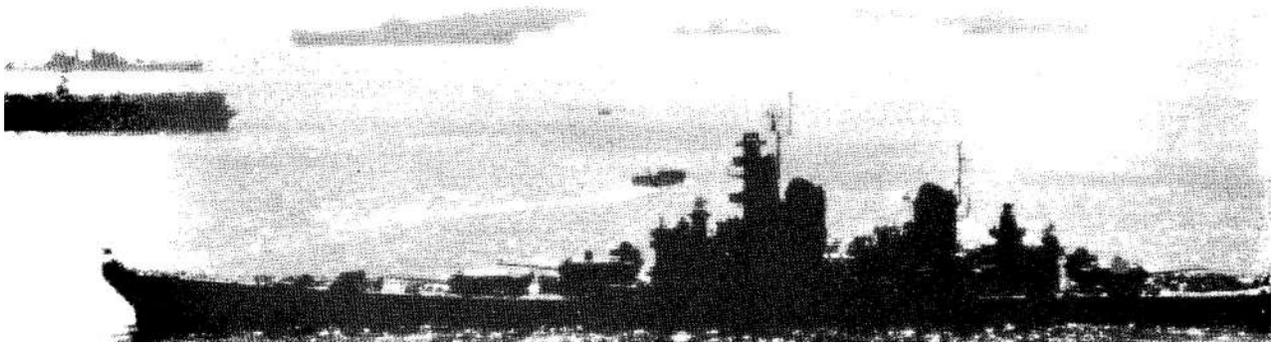
But surprisingly, on August 1, 1967, the decision was made to recommission NEW JERSEY, in the best shape of the four battleships, once again for duty with the fleet. A debate had been spurred throughout the battleship's hiatus between proponents of rapidly advancing missile technologies and tried and-true artillery, and also the age-old argument between nava and air bombardment. At the time, an average of one American aircraft per day was lost in Vietnam and an "all-weather" support capability was needed.

The ship was outfitted in the Philadelphia Naval Shipyard for a cost of \$21.5 million in Navy operating and maintenance funds. Eight months later, on April 6, 1968, the recommissioning ceremony marked the entrance into the fleet of the world's only active battleship. She left Philadelphia in May, transited the Panama Canal, and arrived on the West Coast in early June for refresher training.

NEW JERSEY left her home port of Long Beach, Calif. and arrived on station off Vietnam Sept. 29. She conducted gunfire support missions for allied forces fighting in South Vietnam and shelled enemy coastal positions in North Vietnam before Lyndon Johnson's Nov. 1st bombing halt. The effect or the Communists was enormous, physically as well as psychologically. Her actions were lauded by ground troops. After delivering almost 12 million pounds of high explosives onto Communist targets in Vietnam, NEW JERSEY returned to Long Beach on May 5, 1969.

Her new life was cut short 20 months after recommissioning by political sentiments which attempted to limit the developing war machine. Much to the dismay of many naval experts. Marines, soldiers and especially crew, the battleship was decommissioned Dec. 17, 1969, marking what many thought would be the end of the battleships. The Commanding Officer, Captain Peniston, retired her with the words "rest well, yet sleep lightly; and hear the call, if again sounded, to provide fire-power for freedom."

Throughout the '70's, NEW JERSEY and her sister IOWA's experienced several close calls, both for reactivation and for being struck from the Navy list. Feasibility studies determined the ships would be too difficult to activate on short notice during surges in the Vietnam situation. Some in power believe money was being wasted on ships that would never see



service again. Museum societies prepared to accept and preserve the battleships. The Carter administration opposed New Jersey's recommissioning.

4th Commissioning

But in 1982, **NEW JERSEY** was commissioned by one of her greatest fans, President Ronald Reagan, who said the Navy gala reminded him of a film he acted in called "Operation Hellcat." He said he had to confess that while he was still in love with his leading lady, Nancy, he was developing a "great respect for the leading lady in these ceremonies. She's gray, she's had her face lifted, but she's still in the prime of her life, a gallant lady: The **NEW JERSEY**." It was the first time a President had commissioned a ship in over 40 years.

Secretary of the Navy John Lehman was also there to support the 514th of his "600 ship Navy." After much congressional deliberation, **NEW JERSEY** had been the first of the IOWAs to be recommissioned for a price of \$326 million, on time and far under budget, in fact, for about the price of a new frigate.

The battleship was inundated with requests to serve by over 4,000 volunteers. Only 1,550 men were chosen, 300 in critical ratings: a far cry from the 2,500 men who served in World War II.

The battleship was reconditioned with capabilities for carrying 32 Tomahawk

es at anchor with the fleet



File Photo

missiles: the most advanced of naval missiles and four times the number carried by any ship at that time. She also carried 16 Harpoon anti-surface missiles, four Vulcan-Phalanx close-in "gatling-gun" weapon systems for defense against incoming aircraft or missiles; a modern electronic countermeasures sys-

communication system; aviation facilities and operating stations for SH-60B helicopters; updated air and surface radars; and conversion of the fuel plant to burn Navy distillate fuel.

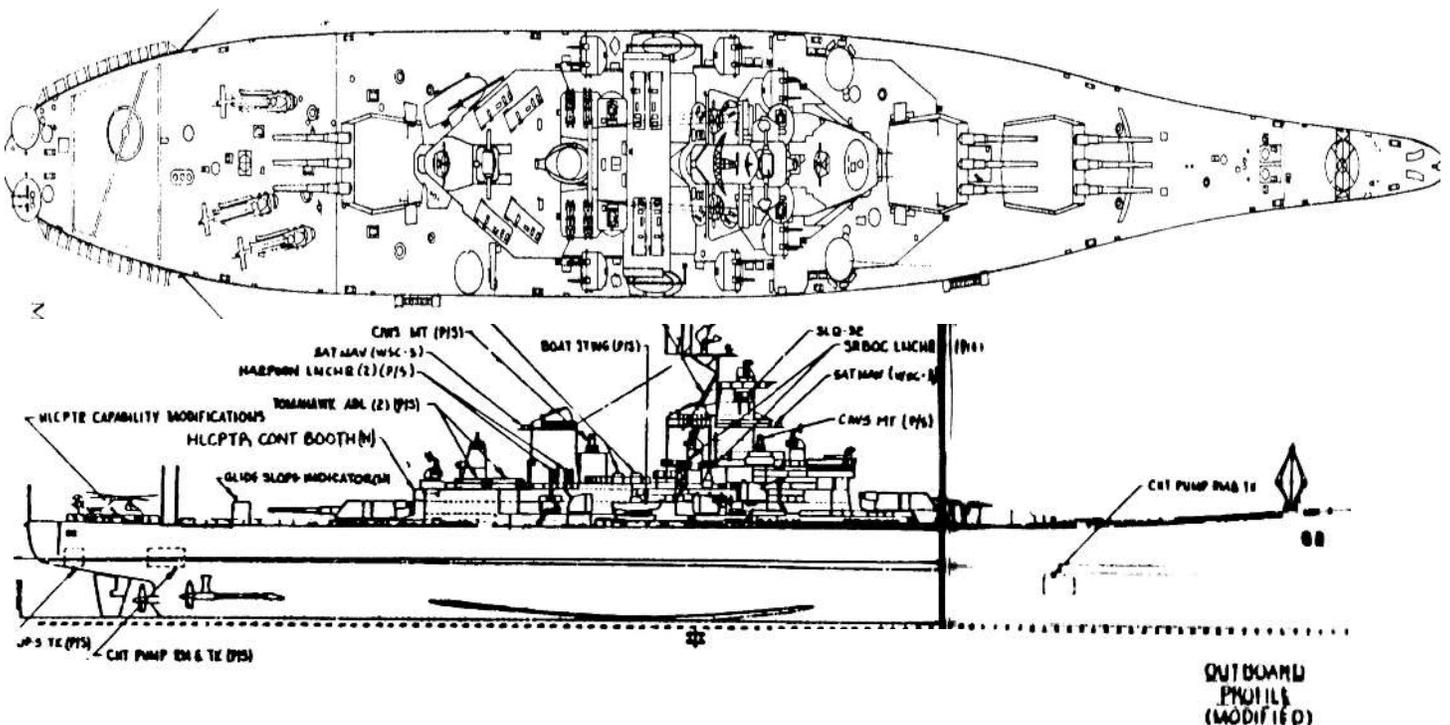
Beirut

NEW JERSEY was on a three-month shakedown cruise off Southern California when there were political flare-ups in Central America that demanded her attention. Then, the Beirut crisis began. She transited the Panama Canal, having been designed to do so with a clearance of approximately two feet. The battleship remained on station with the Sixth Fleet for six more months in support of U. S. Marines



File Photo

CAPT Peniston departs the ship after decommissioning in 1969.

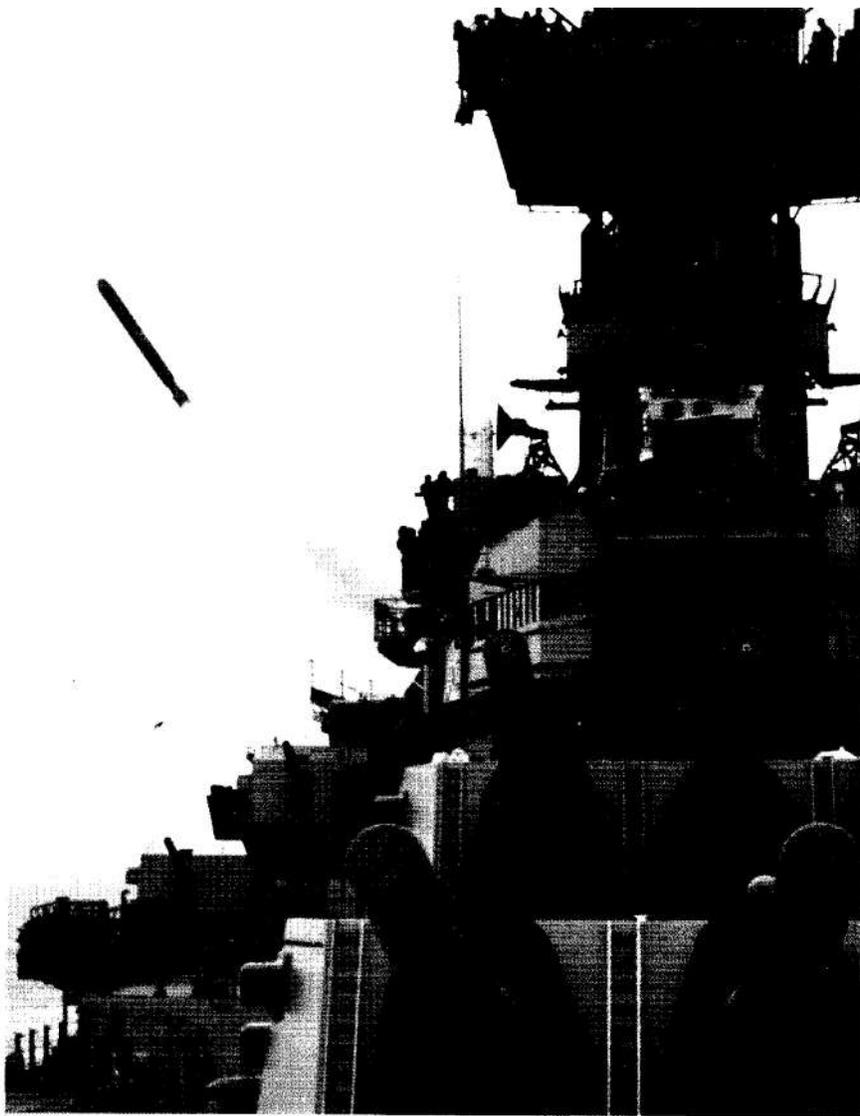


in the Multi-National Defense Force. On three occasions, she fired her 16-inch guns in their defense. On February 8, 1984, she fired 288 rounds into the surrounding hills to effectively knock out Syrian anti-aircraft missile sites. The accuracy of the guns was questioned by some critics, but the mission was clearly accomplished. Toward the end, volunteers began relieving many of the crewmembers, but in May, 1984, eleven months after departure, **NEW JERSEY** returned home.

NEW JERSEY proved herself during that deployment. Her presence in tandem with aircraft carrier groups was significant in that it couldn't be countered. Her rounds were not flown in by vulnerable pilots in expensive jet aircraft, and a one-ton bullet could hardly be deterred from its target. Had the Syrians had the capability, conventional countermeasures against the ship would meet extreme resistance, and if not shot down, they would meet with armor over a foot thick in many places. It was generally thought that an Exocet missile of the type which split the **HMS SHEFFIELD** during the Falklands War, would merely bounce off battleship armor, causing the ship to conduct "sweepers." While this may seem far-fetched, it does make a significant point: short of a direct nuclear hit, a battleship is likely to sustain relatively significant damage and keep on operating. The history of battleships supports this.

Battleship Battle Group

NEW JERSEY's next deployment was to be significant for another reason. It would be the first deployment of a battleship battle group since the Korean War. As centerpiece of the battle group, **NEW JERSEY** and her escorts operated from Hawaii to Thailand as the only United States Naval presence in that area from May to October, 1986, relieving a portion of the much-strained carrier commitment.



NEW JERSEY fires a Harpoon missile during tests.

PH2 Sforza

The battleship battle group included anti-air and anti-submarine warfare capable cruisers, destroyers, frigates and support ships. It was not intended to replace an aircraft carrier group. However, in areas of lesser enemy air and submarine threat

Ship's Characteristics

Class BBW Class Battleship
Length 887 feet 7 inches
Beam at Waterline 859 feet 10 inches
Frames 715
Frame Spacing four feet
Height 309 feet
Beam 108 feet 1 inch
Draft 48 feet
Standard Displacement 45,000 tons
Full Load Displacement 57,300 tons
Boilers Eight 600 PSI Babcock and Wilcox
Main Engines Four geared Westinghouse turbines
Horsepower 212,000 shaft horsepower (total all four shafts)
Propellers Two five-bladed 17 feet 5 inches (inboard)
 Two four-bladed 18 feet 3 inches (outboard)
Rudders Two 21 feet high, 340 square foot surface each, turns up to 36.5 degrees. In excess of 33 knots
Speed
Cruising
Range 15,000 miles at 15 knots
Tank Capacity 2,402,972 gallons fuel oil (F-76)
 64,966 gallons diesel oil
 32,644 gallons aviation fuel (JP-5)
 209,076 gallons fresh water
 133,133 gallons boiler feed water
Anchors Two stockless anchors, port and starboard bow, each weighing 30,000 lbs. Each anchor chain is 12 shots or 1,080 feet long and each link weighs 110 lbs. The main anchor belt is encased in the hull from the aft turret to the second forward turret. It is 13.5 inches thick and tapers vertically to 1.67 inches. Aft steering machinery is boxed in 13.5 inches of armor. Other armor

Gun
 One 16-inch gun
 Gun turret, 12 16-inch
 Second deck, 6 inches

Anti Aircraft Guns

Personnel
Today
 Navy: 70 officers, 1,000 enlisted
 Marine Corps: 2 officers, 60 enlisted

1982 Refitting

Eight armored box launchers for a total of 32 four-bank cruise missiles.
 Four quadruple canister launchers for a total of 16 Harpoon antiship missiles.
 Four Vulcan/Phalanx close-in systems.
 Advanced communications systems.
 SPS 49 air-search radar substituted for the less capable SPS 6.
 Aviation facilities, including an enlarged helicopter landing pad on the fantail, parking area, helicopter control booth on the after end of the superstructure, and helicopter glide path indicator.
 Conversion of the engineering plant to burn Navy deck late fuel in place of black oil.
 A sewage collection, holding, and transfer system to comply with upgraded habitability for the crew.
 Removal of the stern crane to avoid interference with helicopter operations on the fantail.



The **NEW JERSEY** underway.

Being hoisted up on the starboard side to facilitate loading to escorting ships.

90 D-35 electronic countermeasures units.
 Quad-line interception and communication systems.
 AT&T 16 super-rapid information storage (SRIS) launchers.

Removal of four of the original 5-inch 50-caliber guns to make room for the installation of armor on the launchers.

NEW JERSEY fires a dual broadside during stress tests on the ship's structure.

it complemented the carriers with the great and unique fire power of its missiles and the 16-inch guns. As a result of **NEW JERSEY's** deployment, the battleship battle group concept and the battleship modernization program were validated.

Australia

After an extensive yard period, beginning July 9, 1988, the next cruise was a memorable one for the crew. **NEW JERSEY** performed as part of a surface action group, a small group of the battleship and two escorts, which could operate independently with air cover offered by a nearby carrier or land bases. **NEW JERSEY** also staged off the coast of Korea prior to the Olympic games and spent two months in Australia during that nation's bicentennial as the naval centerpiece of the festivities.

Shortly before the last **NEW JERSEY** cruise was to get underway, there was an explosion in the center gun of turret two on sister ship **USS IOWA**, killing 47 sailors. A moratorium on the guns followed and the 16-inchers lay silent while the investigation took place. Many critics began to speculate there was something wrong with the guns. But after lengthy testing, **NEW JERSEY** was allowed to fire again.

Last Cruise

The last cruise of the **NEW JERSEY** included highlights as **NEW JERSEY** flexed her muscle in several applications. First was her participation in PacEx '89, the largest peacetime naval operation since the World War II era. Throughout the rest of the cruise, **NEW JERSEY** was the centerpiece of battle groups or surface action groups, exercising the battleship's versatility and flexibility. **NEW JERSEY** cruised through the Indian

Ocean and was the first battleship to enter and operate in the Persian Gulf. On her return, she hosted the Commander in Chief, Pacific Fleet, change of command onboard. She returned February 25, 1990.

Now she is being prepared for decommissioning. While we as a crew may not personally agree with the decision to deactivate the battleship, we support the Navy's decision and do all we can to preserve her well, should she again be called to serve. She is scheduled to be decommissioned on February 8, 1991.

The following words were found by shipyard workers on the back panel of the generator switchboard in the Number 3 Engine Room on **NEW JERSEY**. Although the author of these words is unknown, his spirit and emotions are known and shared by **NEW JERSEY** sailors, past, present and, perhaps, future:

"The returning once more to sleep of this great ship is both unfair and unjust to her and country. She is freedom for those willing to fight for it. She has brought pride to her country and most important to the men she served on land and at sea.

If she is called again to serve us, she'll be ready and willing to go more than ever.

For who of us can say what price is payed (sic) for freedom or that this country is so great or powerful enough to put her to death?

"Amen"

Capt. Carl Holden - First C.O. of USS New Jersey BB-62



Capt. Ronald Tucker - Last C.O. of USS New Jersey BB-62



Of Understanding Importance.

It was the end of an era, or so they said. For me, it couldn't happen soon enough. "For 48 years", the neatly printed program in my hands read, "the aging battleship USS New Jersey has been protecting our oceans at home and abroad. We retire her with the deepest respect due a surface warrior." These words rang hollow in my mind. 'Firepower For Freedom' was our motto, yet after two and a half years of walking these decks, I was ready for my next assignment. Just thinking about it made me giddy. Soon, this behemoth of a ship would be behind me. Towed to some museum, probably. I didn't care. Sink it, or better yet, turn it into razor blades. I was ready to move on. Lord, could these people get on with it?

Another man walked up to the microphone and began speaking. I wiped sweat from my forehead as I sat. The day was balmy for a standard February day in Long Beach and the sun beamed down brightly, reflecting off the ship berthed in front of us. Luckily, I was able to attend this event as an onlooker and had dressed down in jeans and a tee shirt while the rest of my shipmates perspired in their thick winter dress uniforms. I laughed mercilessly at them as they stood in formation, still as statues. I had taken a day of shore leave so I could be with my parents who were visiting from out of town. I would have avoided the decommissioning altogether, but my superiors had made it perfectly clear that I would respect my former duty station by attending whether I liked it or not. So there I sat, on our white folding chairs in the audience feeling just slightly uncomfortable, as one person after another dragged on and on at the microphone. I started to daydream.

The heat brought back memories of a morning I had been sunning myself on the deck of the New Jersey as we sailed into port. I was shirtless with my dungarees pulled up to my knees, lying on the hot teakwood when a great alarm sounded. A fire had started somewhere inside the ship. I dashed away, hurriedly dressing myself as I found my way into the ship. I followed passageways I've taken hundreds of times; past the galley, empty except for the smell of breakfast in the air; through the mess hall, with people scrambling over tables to get to their stations; and down into the bowels of the dreadnaught, following a profusion of pipes and wires that would lead me to my final destination. I descended a long set of steps and headed through a large hatch. Reaching up and grabbing a large piece of piping I swung myself through the open door. A sharp pain blazed through my head as it hit the corner of a large pipe hanger, staggering me. I barely got my legs under me before I fell to the floor. I felt befuddled and the lights seemed dim, but I numbly descended the last flight of stairs into my destination. I remember someone grabbing my arm and telling me I was bleeding. I recovered slowly, gathering my wits about me as the pain receded. Though the fire was easily put out, the situation lasted several hours. I never got stitches, and my head healed well. But I will never forget my pain that day.

"Yep, goodbye and good riddance to you." I thought.

An elderly man I hadn't seen before stepped up to the podium. He was a veteran who was on the very first commissioning crew of the New Jersey in 1943, and had sailed her on her first shakedown cruise in preparation for her part in WWII. He talked about the ship as if she was listening, sharing his tales with such profound sadness in his voice, as if she were leaving him.



I thought of this time we were sailing through the Indian Ocean on our way to Dubai, UAE just before Desert Shield took place. It was around two in the morning and I had just gotten off watch. Though we were restricted from exiting the hull of the ship after dark, I hadn't been outside for almost a week and decided to head out for a quick breath of fresh air. The door resisted me as I pushed, massive air currents blocking my attempt at respite. Eventually yielding, the door opened wildly, creating a vortex that literally sucked me outside, into utter blackness. It was as if I had suddenly gone blind. I closed the door, clutching it intensely, feeling the wind whipping and pulling at my clothes. I dared not move for fear the gusts might lull me overboard in my sightlessness. It seemed several minutes before my eyes started adjusting to the darkness around me. I waited until the ship started to take form before me. Then the waves presented themselves. And then the stars came out. First five, then fifty, then fifty thousand! Never in my life had I seen the stars so vividly. I believe I never will again.

Finally the Captain of the New Jersey ascended the podium. He looked proud in his fine white uniform, the creases crisp and sharp. Many medals adorned his breast and glinted in the sunlight. Only the sadness on his face betrayed his authoritative attire. He spoke to us. He spoke of how proud he was to have served on the most decorated ship in the navy. He spoke of his own sadness in leaving this icon of naval history. And he spoke of a loss. For this ship was more than just a ship. It represented freedom, for our country and those willing to fight for it. And I realized I had not served aboard this ship; she had served me as well as the rest of my shipmates. And with tears; mine, his, ours he read:

“The hour cometh and now is to say farewell.

But, before doing so, my last order to you

Battleship NEW JERSEY

is rest well,

yet sleep lightly, and hear the call,

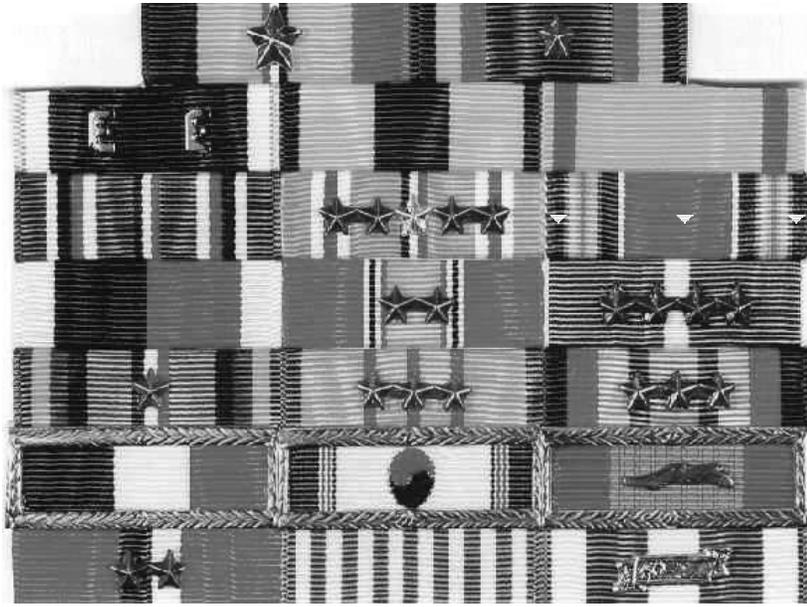
if again sounded,

to provide ‘Firepower for Freedom.’” And with that, a man standing next to a large black cannon hefted a sack, placing it inside the barrel. . .

And there was that day I snuck up to the very top deck of the ship during weapons testing. Somewhere in the middle of the Pacific Ocean, I had decided to crawl up to a restricted platform outside to observe the firing of the ship's sixteen inch cannons. It was rare enough to be able to view the bombings let alone from a hundred feet above. But this was a very special day. I was in store for a ‘nine gun broadside’ where all nine cannons would be fired simultaneously to one side. It was a beautiful cloudless day, with only the sound of the ship cutting silently through the waves. I listened intently as an announcer called shrilly over the P.A. for all items to be secured. Minutes later, he announced for the drill to commence, fueling my anticipation. Several red lights around the ship began flashing, indicating something big was about to happen. Finally, the monotone voice called, “Three . . . Two . . . One . . .” “BOOM!” And my heart wrenched. “BOOM!” And my gut ached. “BOOM!” And the tears fell.

Ten years and I can still hear the cannons roar. Whenever I try to explain her magnificence, my speech gets shaky and there never seem to be enough words. She is sorely missed, but the void in my heart reminds me that sometimes the things we take for granted are the very things that mean the most.

SHIPS AWARDS



USS NEW JERSEY BB62

Awards and Decorations

- First Row: Combat Action Ribbon with 1 Gold Star and Navy Unit Commendation with Bronze Star with 1 Gold Star
Second Row: Navy "E" Ribbon, Navy Expeditionary Medal, China Service Medal
Third Row: American Campaign Medal, Asiatic-Pacific Campaign Medal with 1 Silver and 4 Bronze Stars, World War II Victory Medal
Fourth Row: Navy Occupation Service Medal, National Defense Service Medal with 2 Bronze Stars, Korean Service Medal with 4 Bronze Stars
Fifth Row: Armed Forces Expeditionary Medal, Vietnam Service Medal with 3 Bronze Stars, Sea Service Deployment Ribbon with 3 Bronze Stars
Sixth Row: Philippine Presidential Unit Citation, Korean Presidential Unit Citation, Republic of Vietnam Gallantry Cross Unit Citation with Palm
Seventh Row: Philippine Liberation Medal with 2 Bronze Stars, United Nations Service Medal, Republic of Vietnam Campaign Medal



Battleship New Jersey Milestone Dates

16 September 1940 Keel Laid at Philadelphia Naval Shipyard

7 December 1942 Launched

23 May 1943 Commissioned

30 June 1948 Decommissioned

21 November 1950 Recommissioned

21 August 1957 Decommissioned

1967 - 68 Reactivated & modernized at Philadelphia Shipyard

6 April 1968 Recommissioned

17 December 1969 Decommissioned

1981 - 82 Reactivated & modernized at Long Beach Shipyard

28 December 1982 Recommissioned

8 February 1991 Decommissioned

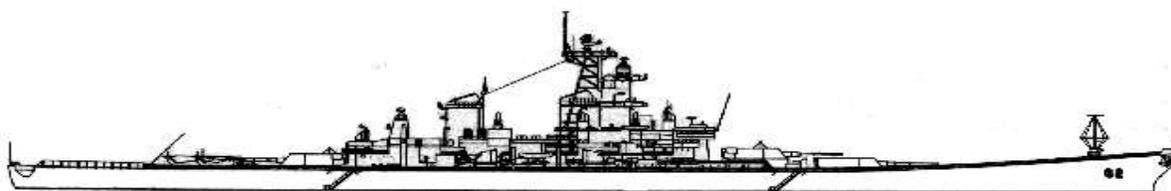
4 January 1999 Classed as Category X, ready for donation

12 September 1999 Begins Final Voyage home to New Jersey

11 November 1999 Arrives at the Former Philadelphia Naval Shipyard

Past Commanding Officers of the Battleship New Jersey (BB-62)

Capt. Carl F. Holden	23 May 1943 - 26 January 1945
Capt. Edmund T. Wooldridge	26 January 1945 - 15 November 1945
Capt. Edward M. Thompson	17 November 1945 - 5 August 1946
Capt. Leon J. Huffman	5 August 1946 - 23 May 1947
Capt. George L. Menocal	23 May 1947 - 14 February 1948
Capt. Joseph W. Leverton, Jr.	14 February 1948 - 30 June 1948
Capt. David M. Tyree	21 November 1950 - 17 November 1951
Capt. Francis D. McCorkle	17 November 1951 - 20 October 1952
Capt. Charles L. Melson	20 October 1952 - 24 October 1953
Capt. John C. Atkeson	24 October 1953 - 18 March 1955
Capt. Edward J. O'Donnell	18 March 1955 - 31 May 1956
Capt. Charles B. Brooks	31 May 1956 - 21 August 1957
Capt. J. Edward Snyder, Jr.	6 April 1968 - 27 August 1969
Capt. Robert C. Peniston	27 August 1969 - 17 December 1969
Capt. William M. Fogarty	28 December 1982 - 15 September 1983
Capt. Richard D. Milligan	15 September 1983 - 7 September 1985
Capt. Walter L. Glenn, Jr.	7 September 1985 - 8 August 1987
Capt. Douglas J. Katz	8 August 1987 - 19 May 1989
Capt. Ronald D. Tucker	19 May 1989 - 8 February 1991



SCHOLARSHIP GUIDELINES, ELIGIBILITY, AND APPLICATION INFORMATION

The organization will continue to award two \$1000.00 scholarships in addition to the \$1000.00 Dick Esser Scholarship. A committee appointed by the President will review the applications and make the selection. This listing will then be forwarded to the Board of Directors for approval. These selections will then be forwarded for final approval by the members at the formal business meeting.

Applications for the Scholarship must be mailed and postmarked NO later than June 1, 2017.

GUIDELINES:

- a. No Committee member's family or relative is eligible for the award.
- b. Scholarships will be awarded to deserving students who have maintained a 'B' or '3.0' GPA
- c. Students must be a graduating senior, attending an accredited high school/vocational technical institution graduating in the class of 2017.
- d. Applicants must be recommended by their high school guidance counselor.
- e. Awards must be used at an accredited educational/technical institution for undergraduate studies.
- f. Awards are not available for graduate studies.
- g. The award will be paid directly to the institution selected.

Additional information and forms are only available on the internet at WWW.USSNEWJERSEY.ORG

ELIGIBILITY REQUIREMENTS:

- a. Any child, or grandchild of a member in good standing, including children of a member in good standing who passed away during the current membership year is eligible.
- b. Must be a high school senior graduating in the class of 2017.
- c. Official transcripts for the 11th grade and the available marking periods of 12th grades completed by June 1, 2017, must be submitted with the applications.
- d. Must have two (2) academic references.
- e. Student's personal resume.
- f. Student's complete essay.
- g. Name and address of educational/technical institution to be attended.
- h. Graduation picture.

APPLICATION SUBMISSION:

Eligibility requirements b, c, d, e, f, g, and h must be postmarked by June 1, 2017. Mail application to:
Robert Dingman, 1215 Old North Main St., Laconia, NH 03246-2690

**THE PRESIDENT WILL NOTIFY THE SCHOLARSHIP WINNERS BY
PHONE AND A LETTER OF CONFIRMATION.**

2016 Scholarship Recipients

Francesca Carnuccio, Julian Barnabe and Erin Grela are this years recipients of a \$1,000 scholarship to the school of their choice.



Francesca Carnuccio



Julian Barnabe

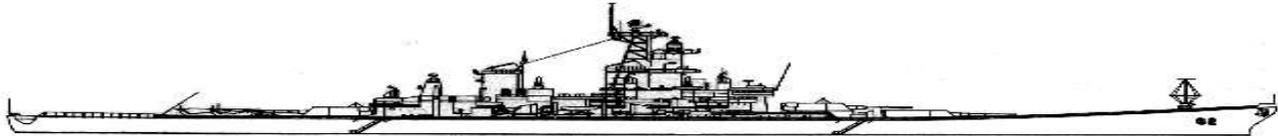


Erin Grela

Francesca Carnuccio is from West Milford, NJ, and is the granddaughter of Ken Hobbs. Her awards and honors include: National Honor Society, National Art Honor Society, National Science Honor Society, National Italian Honor Society, High School Girls All Academic Lacrosse Team 2015, Cross Country MVP (3 years), Lacrosse Coaches Award-Sophomore Year, Member of PALS, Art Club, Photo Club, Interact Club, and Peer Mentor. She plans to go to William Patterson University, and major in nursing.

Julian Barnabe is from Cumberland, RI, and is the granddaughter of Leo B. Glasheen. Her awards and honors include: National Junior Honor Society, National Honor Society (5 years), Class Vice President (twice), Honor Roll (3 years), Girl Scouts of South Eastern New England Gold and Silver Award Recipient, Pillars of Faith Award Recipient, 4 years Varsity Swim Team and Senior Year Captain, 2 years Varsity Lacrosse Team, 4 years Mount St. Charles Dance Team, and St. Joan of Arc Parish Bible Camp (2 years). She plans to go to Northeastern University, and major in Business.

Erin Grela is from Weston, MA, and is the granddaughter of Leo Glasheen. Her awards and honors include: First Honor Roll, National Merit Scholar, 4 time National Latin Exam Gold Medalist, Dartmouth College Book Award Winner, National Honor Society President, First Tech Challenge Deans List Nominee (robotics), Cross Country and Outdoor Track Captain MVP and Award of Excellence, Volunteer Camp Counselor, and St. Vincent DePaul Food Pantry Coordinator for 5 years. She plans to go to M.I.T., with a double major in Chemical Engineering and Economics.



CITY HISTORY STRING

Mark Your Required History String (s)

Indicate your required reunion history string by placing a quantity in the appropriate column next to your choice.

City	Year	Quantity
Plankowner	1943	_____
Plankowner	1950	_____
Plankowner	1968	_____
Plankowner	1982	_____
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	_____
St. Louis, MO	2014	_____
Portland, OR	2015	_____
Philadelphia, PA	2016	_____
Deerfield, IL	2017	_____

Total Strings Selected _____ X \$3.00 = _____ Total Cost

USS NEW JERSEY BB-62 REUNION NAME PLATE 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)

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.

Pricing

Each name tag is \$10.00 each (2x3 inch or 1x3 inch)

Make checks payable to USS New Jersey Veterans, Inc.

Mail this complete order form and check to:

Mike Schappaugh, 3540 16th ST N

Saint Petersburg, FL 33704

Phone: 727-415-5798

Email: sixpaca12@yahoo.com

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



Make checks payable to USS New Jersey Veterans, Inc.

Mail this complete order form and check to:

Mike Schappaugh 3540 16th ST N

Saint Petersburg, FL 33704

Phone: 727-415-5798

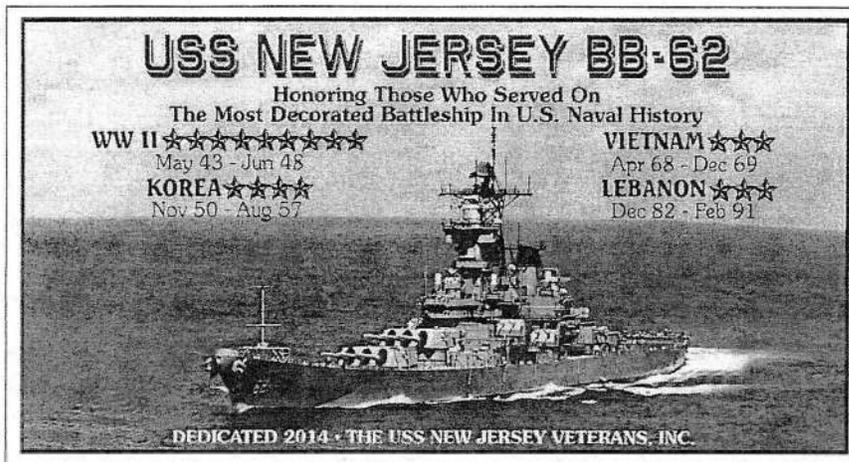
Email: sixpaca12@yahoo.com



UNITED STATES NAVY MEMORIAL PLAQUE REPLICAS ORDER FORM

Mail to:
United States Navy Memorial Foundation
Attn: Paul T. Haley
701 Pennsylvania Avenue, NW • Suite 123
Washington, DC 20004-2608

\$150.00
POSTPAID



Replicas are exact reproductions of the plaque displayed on the Memorial Wall at the United State Navy Memorial, Washington, DC. Plaques are mounted on a handsome hardwood base, suitable for hanging or exhibiting on a desk. . If you have any questions, please call Paul T. Haley, at (202) 380-0760 Ext. 760 or e-mail paulhaley@navymemorial.org

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Name: _____
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Address: _____

City: _____ State _____ ZIP: _____

Phone (____) _____ FAX: (____) _____ e-mail: _____

PAYMENT INFORMATION:

Check enclosed (payable to USNMF) Quantity _____ @ \$150.00 each = \$ _____

VISA MC AME DISCOVER 3 Digit Number on back of your card (CVC) _____

Card #: _____ Expiration date: _____ Signature _____
(Required)

PLAQUE NAME: _____ (ship, individual or group)

Approval: _____ date: _____
(Please sign order form)



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The U.S. Navy Memorial invites you to archive your personal U.S. Sea Service history on our U.S. Navy log for FREE! The Navy Log is the permanent register of all U.S. Sea Service men and women who have enrolled into the Log by themselves, by their friends, or honored by their families. Add your name and record your service history into the USNM Log Archive. Open to all Navy, Marine, Coast Guard and Merchant Marine veterans, regular or reserve, living or deceased.

Names in the Log are displayed electronically on video screens located in the Log room of the Naval Heritage Center, Washington, DC. Visitors are invited to search for individual records which are instantly displayed, showing name, branch of service, rate or rank, dates of service, place of birth, duty stations and personal awards. The Navy Log can also be accessed and searched over the internet. Visit The Navy Log at www.navylog.org.

FREE ENROLLMENT!

You can also enroll via the Internet at www.navylog.org (preferred) or by calling 1.800.628.9564

Check here if you **do not want** your log on the USNM Internet Website.

Name _____

Service Corp/Speciality _____

Address (leave blank if deceased) Deceased - date of death _____

City, State & Zip _____

Date of Birth _____ Birthplace _____

Rank/Rate _____

Branch of Service - if you served in one or more of these services, please number in the order you served.

___ Navy ___ Marine Corps ___ Coast Guard
___ Merchant Marine ___ USNR ___ USMCR ___ USCGR

Dates of Service (mm/yy)

Service Branch #1 From _____ To _____ mm/yy

Service Branch #2 From _____ To _____ mm/yy

Awards:

Provide up to 5 of your highest or most significant awards or a copy of your Discharge Form DD 214.

USE SEPARATE SHEET IF NECESSARY

My photo enclosed

Place taken _____

Date _____



Duty Stations:

Provide up to 5 of your most recent or significant duty stations or a copy of your Discharge Form DD 214.

USE SEPARATE SHEET IF NECESSARY

Sponsor name: _____

Address _____

City _____ State _____ Zip _____

E-mail: _____

Phone: (_____) _____



Golf Outing

For those of you who enjoy hitting a tiny ball into a small cup, you might want to contact Phillip Tasker. For the last few reunions, he and some of his buddies have hit the links and played an enjoyable round of golf. Phillip's email address and phone number are:

phillip@ptasker.net 772-321-2237

Pictured from left to right are: Charles Oheme, Michael Goins, John McClure and Phillip Tasker.





USS NEW JERSEY VETERANS ORGANIZATION, INC. 31st ANNUAL REUNION

WHERE: Hyatt Deerfield
1750 Lake Cook Road
Deerfield, IL 60015

WHEN: August 9 thru 13, 2017

RESERVATIONS: 1-888-421-1442
(Hyatt Reservations, toll free)

1-847-945-3400
(Hotel Direct)



Mention the: USS NEW JERSEY REUNION

Online reservations can be made at the Hyatt website:
<http://resweb.passkey.com/go/USSNewJerseyVeterans>

Special group rates are available for reservations between
August 6th thru 16th, 2017

Handicapped rooms are available upon request

Reservations received after 11:00AM(CST), July 19, 2017, may not
qualify for the group rate.

Individuals will be allowed to cancel reserved rooms up to 3PM
(CST) 24 Hours Prior to Arrival without penalty.
There will be no penalty for early checkouts of individual group participants.

Parking is free. Complimentary WIFI.
Sorry, service pets only.

COST: Semi-Suite
(one King or two Double) \$79.00 (plus 12%
tax) w/queen sofa bed
Check In Time: 3:00 PM Check Out Time: 12:00PM

For those who stay at the Hyatt, the room rate
includes breakfast coupons for 2 people per room
(contact reunion planner if additional coupons are required)

Who Really Runs the United States Navy....



ADMIRAL

Leaps battleships with a single bound.
Is more powerful than a cruiser.
Is faster than a speeding bullet.
Walks on water.
Gives policy to God.

CAPTAIN

Leaps over cruisers with a single bound.
Is more powerful than a destroyer.
Just as fast as a speeding bullet.
Walks on water if sea is calm
Talks to God.

COMMANDER

Leaps destroyers
with a running start
and favorable winds behind him.
Almost as powerful as a
destroyer escort.
Is faster than a speeding BB.
Walks on water if it is frozen.
Talks to God if a
special request is approved.

LT. COMMANDER

Barely clears a destroyer escort.
Can recognize some ships
if not too far away.
Can fire a gun.
Swims well.
Is occasionally spoken to by God.

LIEUTENANT

Makes high marks when trying to
leap a destroyer escort.
Is pushed aside by God when
he is on deck.
Can sometimes handle a gun
without injuring someone.
Doggie paddles.
Talks to dolphins.

LIEUTENANT J.G.

Runs into bulkheads,
Recognizes a destroyer
two out of three times.
Is not issued ammunition.
Can stay afloat if properly
instructed and wears water wings.
Talks to bulkheads.
Not allowed to speak to God.

ENSIGN

Bumps head on hatches whenever
entering a compartment.
Plays with a toy boat in a
sink and says, "TOOT-TOOT."
Carries a water pistol in his
pocket and pulls trigger and
wets his pants.
Slips on wet decks.
Wades in water at the seashore.
Mumbles to himself.

CHIEF

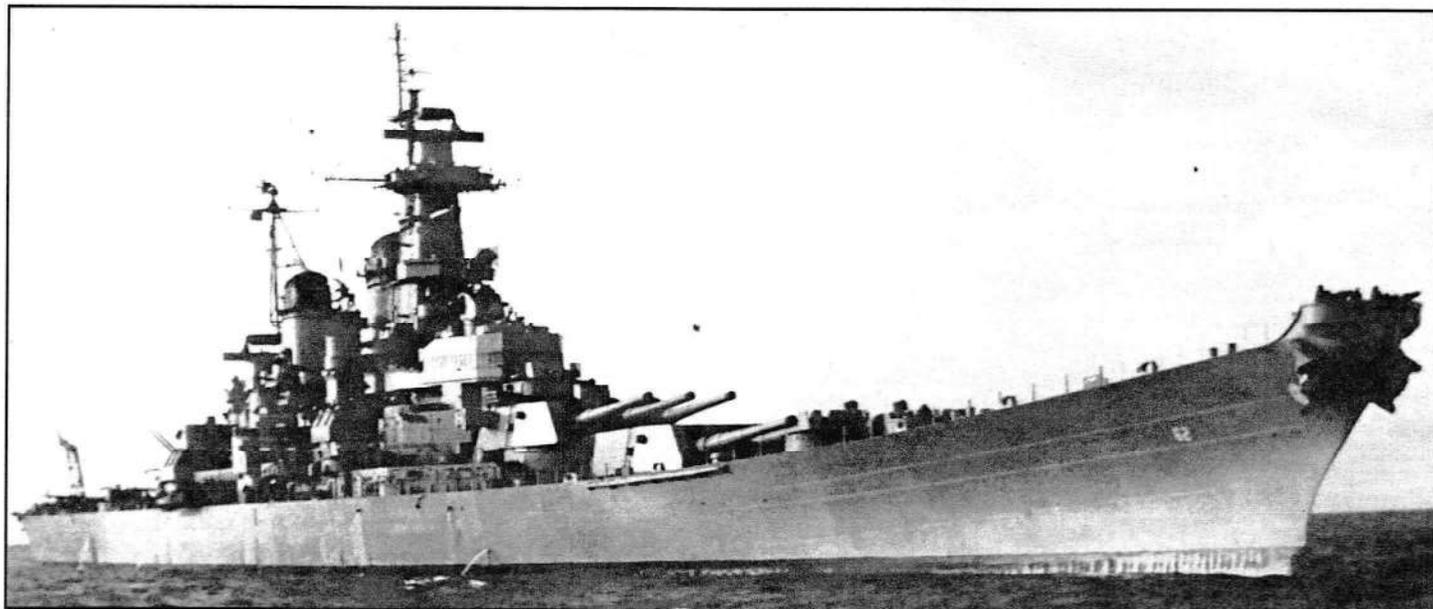
Lifts battleships one handed and
puts them in dry dock.
Kicks destroyers out of his way.
Parts rough seas and
walks through them.
Eats gun powder for candy.
Freezes sailors in their tracks.
He is tough.
He is God.



WELCOME ABOARD NEW MEMBERS

to the

USS NEW JERSEY VETERANS ORGANIZATION, INC.



Join the Navy and Party All The Time

Or As We Gain Maturity

Join the USS New Jersey Veterans Organization and Party At The Annual Reunions

<i>Name</i>	<i>Division</i>	<i>ERA</i>	<i>Home Town</i>
Bill Buckner	FM	80's	Wimberly, TX
Kennith Conklin	FCO	80's	Pinellas Park, FL
Timothy W. Cooper	AUX	80's	Florence, AL
Peter Fuller	FA	80's	Waverly, IA
David Garcia	5 th	80's	Corsicana, TX
Leo Glasheen	E	Korea	New Hampton, NH
John Hastings	N	Korea	Appleton, WI
Martin Kerry	S	Vietnam	Newago, MI
Marvin Minor	B	Vietnam	Tuolumne, CA John
John Spero	FA	80's	Downers Grove, IL

USS New Jersey BB-62 Taps Listing



Nan La Carte - BB-62 volunteer

<u>Name</u>	<u>Division</u>	<u>Era</u>	<u>Hometown</u>
Edgar Almstead	FT3	Korea	Pittsville, MA
William Bagel		WWII	Banning, CA
George Bodish	R	Korea	Peoria Heights, IL
Sarkis Bogosian		WWII	Brockton, MA
Keith Bondurant	E	WWII	Bremerton, WA
Charles Brown	6th	WWII	Feasterville, PA
William Cameron	8th	Korea	Westhaven, NJ
Irene Campbell		Associate	Fairfield, CA
Rick Castellanos		1980's	
Jerry Donihue		Korea	Battle Creek, MI
Raymond Fantino		Korea	South Beach, NY
James Fishback	S-2	Korea	Omaha, NE
Franklin Gabriel		WWII	Syracuse, NY
Larry Garrels	3rd	Korea	Virginia Beach, VA
Almont Haskell	E	Vietnam	Blue Hill, ME
Robert Hibiske		Korea	Granger, IN
Robert Hicks	K	WWII	Columbus, OH
Marie Hopwood		Assoc.	Mesa, AZ
R.A. Hudson	7th	WWII	Harlinger, TX
Steven Jackson	USMC	1980's	Concord, MI
Francis Keenan	M	WWII	Merrill, MI
Robert LaVine	E	WWII	Warren Township, NJ
Edward Murphy			Mystic, CT
Joseph Norris		WWII	Louisville, KY
Bernard O'Connor	R	Korea	Newmarket, NH
Norris Olney	1/EX	Korea	Marathon, IA
William Pringle	S-2	Korea	Delmar, NY
Pat Sarnicola	R	Korea	Auburn, NY
Joe Schicker	7th	WWII	Ripon, WI
Irvin Smith	E	WWII	Portland, OR
Ross M. Snow	S	Vietnam	Saltville, VA
Jerry Walters	E	Korea	Little Rock, AR
Richard Wernett		Korea	Palmer, PA
George Whitlock	4th	WWII	Buffalo, NY
John Wicker		WWII	
Harold Wiley	WWII	WWII	Manchester, MO
Henry Willenborg	M	Korea	Manning, IA
Robert Windhorst	6th	WWII	Hudson, NY
George Woolly	2nd	WWII	Williamsburg, VA



**USS New Jersey BB-62 Reunion
Vietnam War Veterans
August 13, 2016 ~ Philadelphia, Pennsylvania**



**USS New Jersey BB-62 Reunion
Vietnam War Veterans
August 13, 2016 ~ Philadelphia, Pennsylvania**





USS New Jersey BB-62 Reunion
1980's Crew
August 13, 2016 ~ Philadelphia, Pennsylvania



USS New Jersey BB-62 Reunion
1980's Veterans
August 13, 2016 ~ Philadelphia, Pennsylvania

