

USS New Jersey Veterans, Inc.



"THE JERSEY BOUNCE"

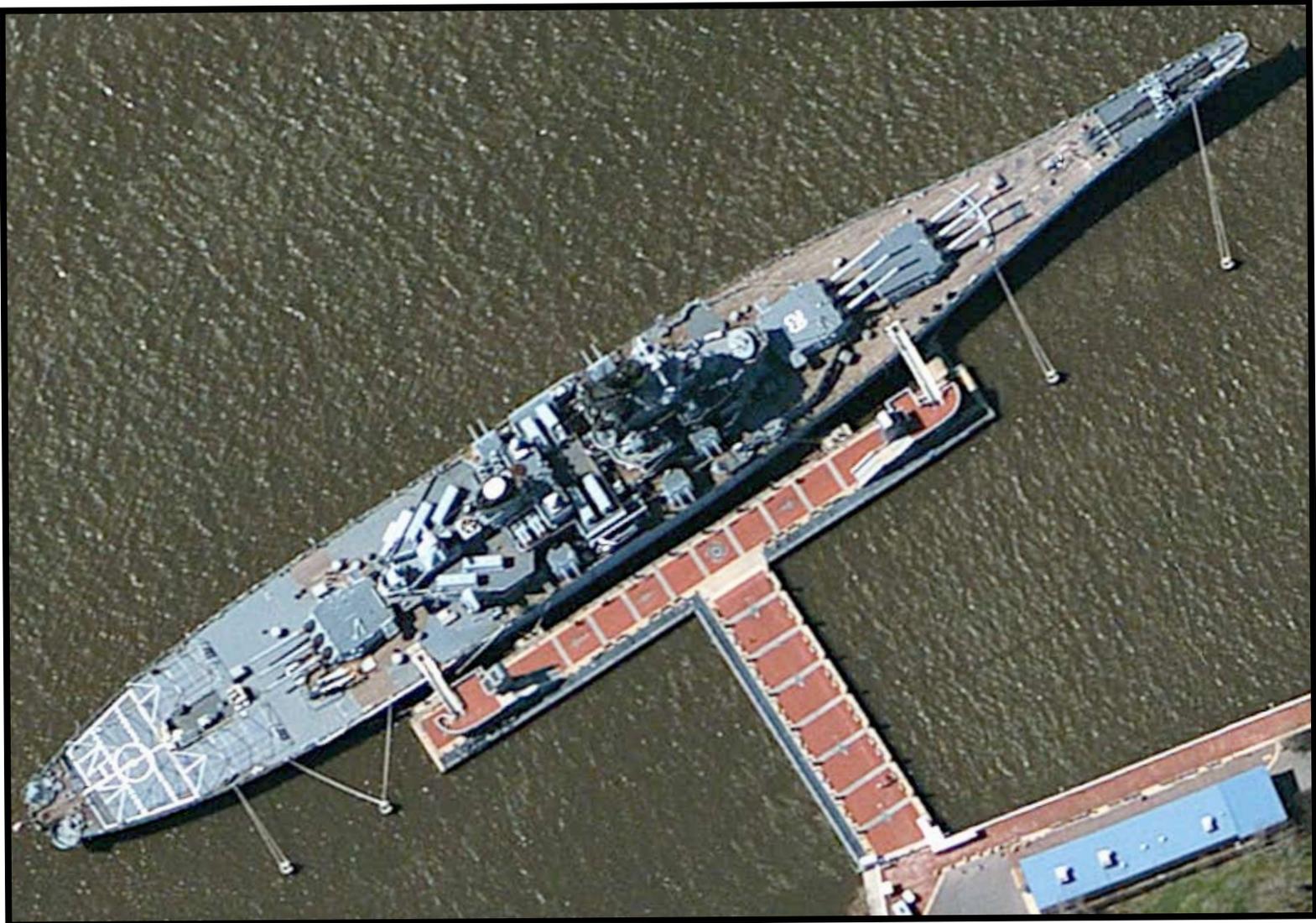
VOLUME XXIX NO. 1

SPRING 2014

WWW.USSNEWJERSEY.ORG

President: Steve Sheehan

News Editor: Nick Rasch



Final Resting Place For The Greatest Battleship Ever Built

Dedicated To All The Veterans That Served On This Outstanding Man-Of-War

The 28th reunion will be held at the Doubletree Hotel in St. Louis, Missouri, August 20 -- 24, 2014.

The reunion committee continuously relocates the reunion sites throughout the country in an efforts to facilitate travel arrangements for members residing in various locations within this great country. Over a period of time this process has provided our members the opportunity to attend a reunion with minimal travel. In addition, the directors have moved the dates of the reunion into August to accommodate members having school age children.

A great tour has been planned that encompassing both historical and modern St. Louis. This tour will commence with a stop at the Arch (Gateway To The West) and climax at the Anheuser-Busch facilities were a tour of the famous brewery and a Clydesdales visit will be conducted. No tour of the Anheuser-Busch facilities would be complete without stopping at the hospitality room to enjoy sampling several of the family Anheuser-Busch products.





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MISSION THAT CHANGED WORLD WAR II

April 18, 1942	23
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September 9, 1942	29
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NEW MEMBERS

ED CAMPBELL Our Web Master

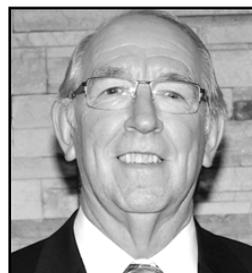
TAPS LISTING

OFFICERS, USS NEW JERSEY VETERANS ORGANIZATION, INC.



President/Director

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



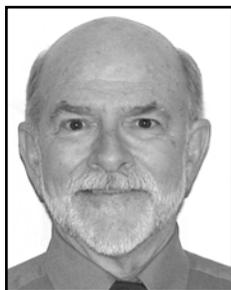
Vice President/Director

Bob Dingman (Judy)
bdingman@metrocast.net
603-455-4441



Treasurer/Director

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



Liaison/Director

Bill Meredith
wam@rochester.rr.com
585-225-9210



Secretary/Director

A. J. Smith (Mariann)
asmith1947@comcast.net
540-943-2862



Membership/Advisor

Garry Blaylock (Louise)
garryblaylock1@gmail.com
931-797-4744



Small Stores/Advisor

John Chase (Glenda)
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603-630-1941



Master at Arms/Advisor

Ray Kehoe (Rita)
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540-775-3050



News Editor/Advisor

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



Web Master/Advisor

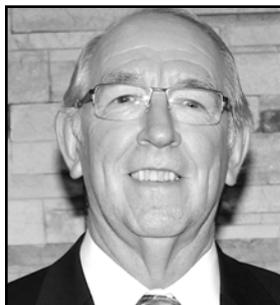
Bob Williams
williams382@comcast.net
603-819-9808



Historian/Advisor

Jason Hall

856-966-1652 Ext 201



Reunion Coord./Director

Bob Dingman (Judy)
bdingman@metrocast.net
603-455-4441



Chaplain/Advisor

Felix Bautista (Kay)
fkhollyrollers-fk@yahoo.com
214-771-7585

Seating Coord./Advisor

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

USS NEW JERSEY VETERANS, INC.
Statement of Financial Activities
For the Year Ending December 31, 2013

Goodfellow & Company, CPA, Inc. has compiled the balance sheet of the USS New Jersey Veterans, Inc. as of December 31, 2013, and related statement of activities for the year. This was in accordance with Statements of Standards for Accounting and Review services issued by the American Institute of Certified Public Accountants.

All information included in this financial statement is the representation of the management of the USS New Jersey Veterans, Inc.

If you have any question or concerns about this statement please contact Mr. John P. Vance, Treasurer.

BEGINNING BALANCE

OPERATING ACCOUNT					\$14,850.73
SAVING ACCOUNT					<u>\$33,075.90</u>
TOTAL AVAILABRE					\$47,926.63

INCOME

DUES					
SHIP STORE SALES				\$4,525.00	
SHIP STORE POSTAGE				\$2,953.00	
SCHOLARSHIP FUND				\$43.00	
50/50				\$585.00	
SHIP DONATIONS				\$2,613.00	
ESSER DONATIONS				\$1,760.00	
2013 REUNION				\$1,020.00	
INTEREST RECEIVED				\$13,022.00	
TOTAL INCOME				<u>\$24.90</u>	\$26,545.90
TOTAL CASH AVAILABLE					\$74,472.53

EXPENSES

SHIP STORE					
SHIP STORE POSTAGE				\$2,600.61	
OFFICE				\$259.20	
WEB HOSTING				\$956.95	
REUNION REFUND				\$960.00	
BOUNCE				\$545.00	
50/50				\$8,925.04	
PETTY CASH ADVANCE				\$1,119.00	
2013 REUNION				\$100.00	
SCHOLARSHIP FUND				\$12,688.88	
ESSER SCHOLARSHIP MFUND				\$2,000.00	
2014 REUNION				\$1,000.00	
TOTAL EXPENSES				<u>\$701.77</u>	\$31,856.45
					\$42,616.08

BALANCE (JANUARY 1, 2014) \$42,616.08

USS NEW JERSEY VETERANS ASSOCIATION'S 28th ANNUAL REUNION



DOUBLETREE HOTEL, WESTPORT

WHERE: Doubletree Hotel St.Louis at Westport
1973 Craigshire Road
St. Louis, MO 63146

WHEN: August 20 through August 24, 2014

RESERVATIONS: Reservations can be made by calling
1-866-786-8088 or 1-314-434-0100 Group Reservations
Mention the USS NEW JERSEY REUNION

Reservations can be made Online as follows:

http://doubletree.hilton.com/en/dt/groups/personalized/S/STL.WPDT-NJV-20140815/index.jhtml?WT.mc_id=POG

Special Group Rates are Available from August 19 through August 27, 2014

Handicapped Rooms Available

Free Parking

Reservations received after July 30, 2014 may not qualify for group rate

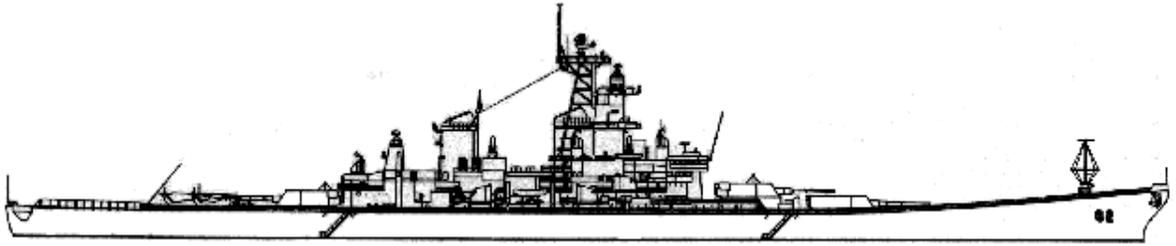
Cancellation Policy requires notification 24 hours prior to scheduled arrival

COST: Rooms per Night - - - - - \$95.00 Plus Taxes

Check in Time 3:00 PM

Check Out Time 12:00 PM

ROOM RESERVATIONS INCLUDE BREAKFAST (provided by the hotel)



USS NEW JERSEY VETERANS ORGANIZATION, INC.

28th Annual Reunion – St. Louis, MO

August 20 – 24, 2014

Ground Transportation

From Airport

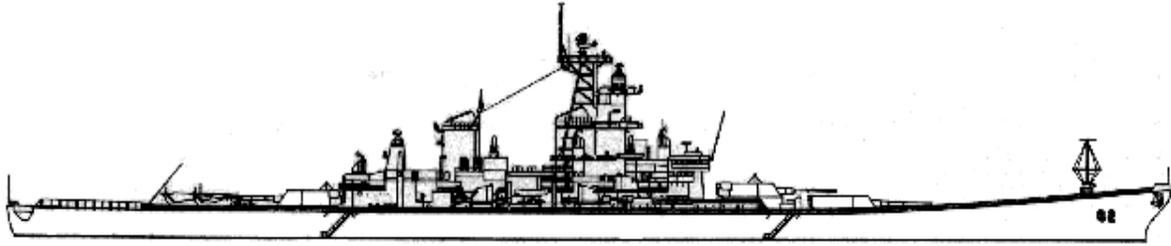
Upon arrival at the Lambert-St. Louis Airport, proceed to the baggage pick-up area. After you Retrieved your baggage proceed to the Hotel/Motel Phone Center in the terminal.

Terminal 1: The Toll Free Hotel/Motel Phone Centers are located in the lower level baggage claim at doors 12, 17, and 18. Passenger Pickup: exit lower level through door 18.

Terminal 2: The Toll Free Hotel/Motel Phone Centers are located on the lower level near door 12. Passenger pickup: exit lower level through door 12.

Due to the variation in Aircraft arrivals times there might be a wait. There is no cost for this Transportation. Please check with Hotel to schedule Sunday return shuttles to the airport.





USS NEW JERSEY VETERANS ORGANIZATION, INC.

INFORMATION FOR SEATING

PLEASE COMPLY WITH THE FOLLOWING INSTRUCTIONS:

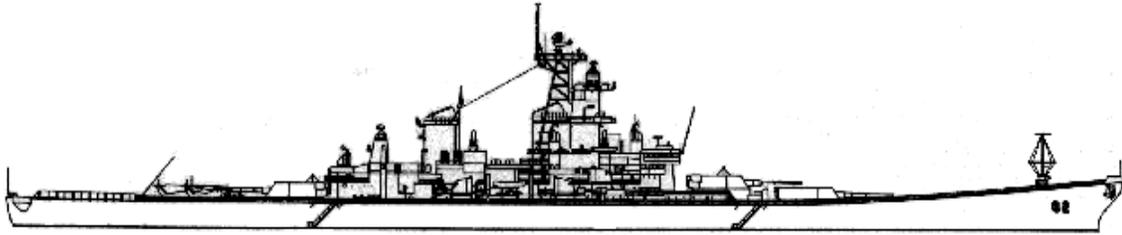
1. Paid meal reservation must be made prior to group seating requests.
2. Request for Banquet seating will be accepted between June 1 and July 19, 2014
NOTE: Anyone requesting handicapped seating must notify the Seating Chairman prior to July 20, 2014
3. When requesting group seating, including family members or friends, only ONE PERSON per group should apply. Please list all individuals by name.

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

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

4. Seating requests can be made through E-Mail, telephone, or letter.
NOTE: Messages left on an answering machine are not always reliable.
5. Send the names of all the individuals to the seating coordinator **(10 persons per table)**
6. **Please make every effort to submit your reunion reservation and any seating request by the posted date's deadline. We will make every effort to accommodate your request, however we cannot guarantee you will be seated where you requested or even with your era, if your request is received after the deadline.**

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



USS NEW JERSEY VETERANS ORGANIZATION, INC.

PLAN OF THE WEEK

Wednesday, August 20, 2014

Check in day – Doubletree Hotel St. Louis at Westport

- 0900 Registration, Hospitality Room, Small Stores mail order table opens (Plaza III, IV, V, VI)
- 1400 Board of Directors Meeting (Executive Conference Room)
- 1630 Registration, Hospitality Room, Small Stores mail order table closes
- 1900 Welcome Aboard Reception and Blind Auction (Plaza I & II)

Thursday, August 21, 2014

- 0900 Registration, Hospitality Room, Small Stores mail order table opens (Plaza III, IV, V, VI)
- 0900 Tour – Landmarks of St. Louis Tour, including Seated Lunch
- 1630 Registration, Small Store mail order table closes
- 2300 Hospitality Room closes

Friday, August 22, 2014

- 1000 Memorial Service Commences (Plaza II)
- 1130 Registration, Hospitality Room, Small Stores mail order table opens (Plaza III, IV, V, VI)
- 1600 Small Stores mail order table closes
- 2300 Hospitality Room closes

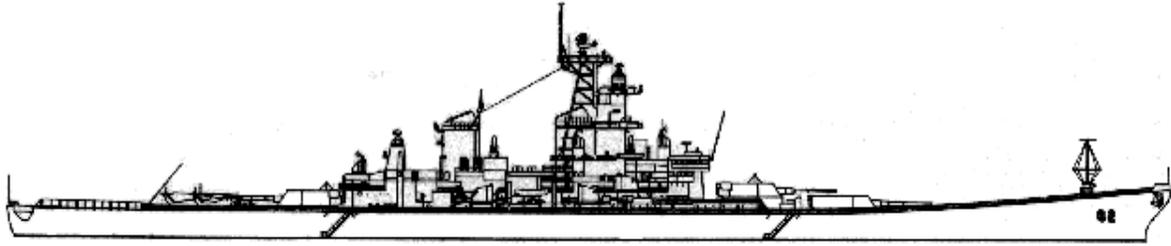
Saturday, August 23, 2014

- 1000 General Membership Business Meeting (Plaza II)
- 1200 Hospitality Room, Small Stores mail order table opens (Plaza III, IV, V, VI)
- 1500 Hospitality Room, Small Stores mail order table closes
- 1700-1900 Individual and Group pictures (Location TBA)
- 1830 Doors open
- 1900 Dinner Dance Banquet (Plaza I & II)

Sunday, August 24, 2014

- 1200 Hotel checkout time

HAVE A SAFE TRIP HOME AND SEE YOU NEXT YEAR IN PORTLAND, OREGON



USS NEW JERSEY VETERANS ORGANIZATION, INC.

WELCOME ABOARD RECEPTION

Wednesday, August 20, 2014

1830 Doors Open
1900 Serving Starts

Cash Bar

Menu

Garden Salad
With Cucumbers, Tomatoes and Cheese

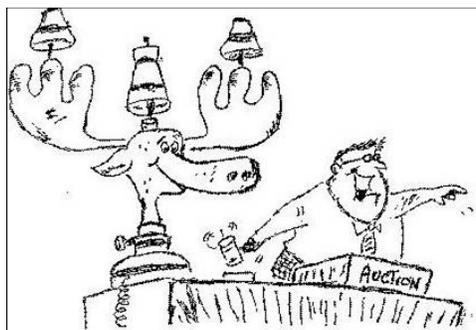
“Chicken Imperial”
Pan Seared Breast of Chicken, Served With a Lobster Basil Cognac Sauce
Over Asparagus and Wild Mushroom Risotto

Desert

Strawberry Roulade

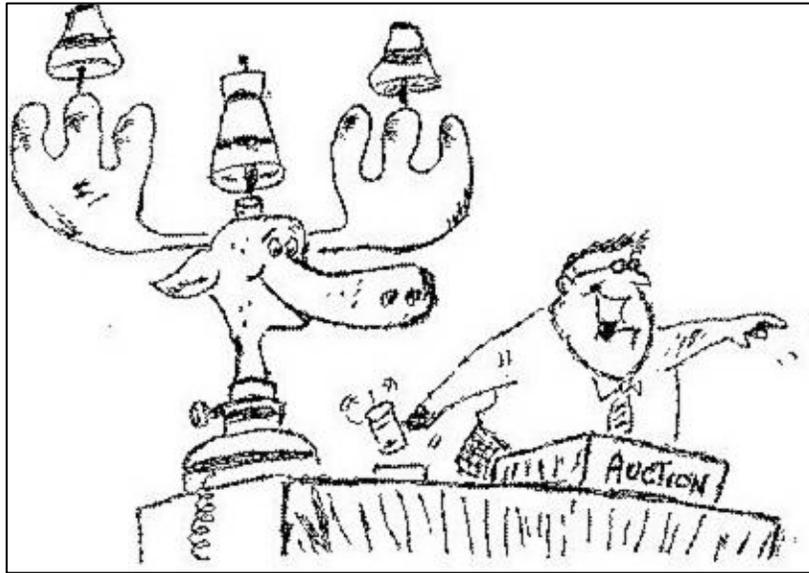
Iced Tea, Water, Regular and Decaffeinated Coffee and Tea

Immediately After The Dinner a Blind Auction Will Be Held



All Funds Generated At This Auction Go Into The Scholarship Fund

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



“Sold to the gentleman with the hysterical Wife”

**Wednesday Evening in Plaza I & II,
Immediately after the Welcome Aboard Reception**

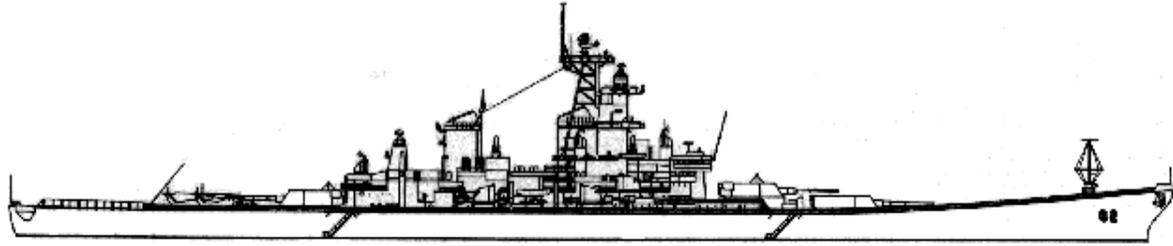
What is a Blind Auction, How does it work, Why should I participate?

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

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

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

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



USS NEW JERSEY VETERANS ORGANIZATION, INC.

Landmarks of St. Louis Tour

Thursday, August 21, 2014

As we travel from our hotel, our tour guide will trace the history of St. Louis beginning with the city's original settlement, Laclede's Landing. The area is now a nine block historic district filled with renovated turn-of-the-century buildings that house shops, eateries and offices.



Our first stop is the famous Gateway Arch, our nations tallest monument. Here you can take a tram ride to the top for a unique bird's-eye view of the city, or visit the museum and watch a documentary on how this magnificent steel structure was created.

cream sauce and served with rice pilaf and fresh vegetables.

Following the Gateway Arch, guests will enjoy a seated lunch at Hannegan's Restaurant and Pub on historic Laclede's Landing. Lunch will start with a fresh salad and then a marinated chicken breast, over-stuffed with cob-smoked ham, artichoke hearts and provolone cheese. It's topped with a Dijon

Then sit back and enjoy views of The Old Cathedral, (the oldest west of the Mississippi). Directly across the street is the Old Courthouse. We will pass by Busch Stadium and Union Station (once the busiest terminal in the world). Today, Union Station has undergone a magnificent renovation and is home to a luxury hotel, specialty stores and restaurants.

Our tour guide will then familiarize us with the rich history of the colorful Busch family while en route to the Home of the King of Beers – The Anheuser-Busch Brewery of St. Louis. Situated in a complex with over 70 red brick structures on 100 acres, the brewery buildings are known for their unique architecture. Several are National Historic Landmarks. During the tour, we will see the World Famous Clydesdales, the Fermentation Building, the Packaging and Bottling Plant, the Brew House and a film about the brewing process. No visit would be complete without a stop in the hospitality room to sample the family of Anheuser-Busch products.



MEMORIAL SERVICE

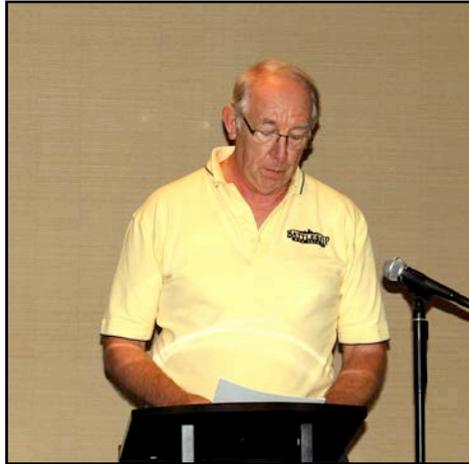
**Friday Morning
August 22, 2014**

Bob Dingman will conduct a memorial service in Plaza II at 10:00 on Friday Morning.

Unfortunately, the organization has lost nine crewmen since our last reunion.



Honoraria Wreath



Bob Dingman



**Bugler Playing Taps At The
Virginia Beach Reunion**



Honor Guard from The Virginia Beach Memorial Service

USS NEW JERSEY VETERANS, INC.

**28th Annual Reunion Events Reservation Form
(Refer to the Plan of the Week for event start times)**

Wednesday, August 20, 2014

Welcome Aboard Dinner _____ People @ \$35.00/person \$ _____

Thursday, August 21, 2014

Landmarks of St. Louis Tour _____ People @ \$69.00/person \$ _____
(cost includes a seated lunch at Hannegan's Restaurant & Pub)

Saturday, August 22, 2014

Banquet Dinner _____ People @ \$45.00/person \$ _____

Chicken _____ Steak _____ Fish _____

50/50 TICKETS \$ _____

Total Enclosed \$ _____ to cover all items selected

Please provide the following and please print:

NAME _____ SPOUSE/GUEST _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

ERA: _____ DIVISION: _____ DATE SERVED _____

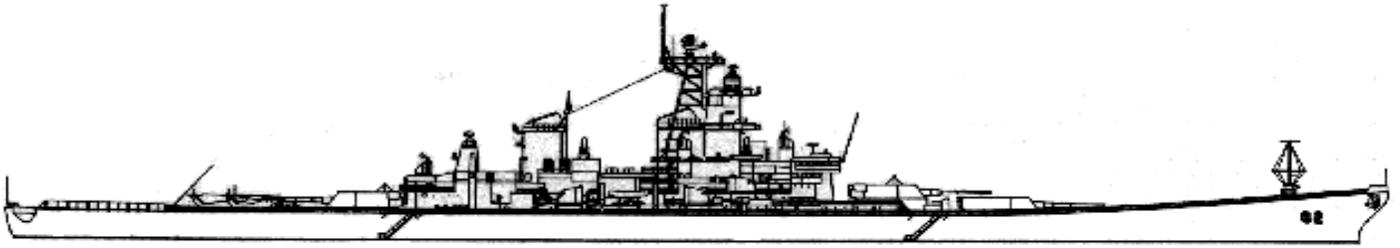
E-MAIL: _____ PHONE # _____

EMERGENCY CONTACT: _____ PHONE # _____

MAIL THIS COMPLETED FORM, INCLUDING CHECK, BY JUNE 27, 2014, TO:

USS New Jersey Veterans, Inc
c/o Mr. John Vance, Treasurer
1541 Hayden Road
Deland, FL 32724

Date Received: _____ Check # _____ Amount: \$ _____



MESSAGE FROM THE PRESIDENT

Happy New Year to all Shipmates and their Families

I am so sick of this weather, I have grown to dislike the cold more every year and this was a nasty winter.

Let's talk about August, warmth and St. Louis.

The information for the upcoming reunion has been meticulously collected by Reunion Coordinator, Bob Dingman and is in this issue of the Bounce. I hope to see a good crowd in St. Louis.

We enjoyed St. Louis last year when we traveled there to choose a hotel. I think everyone will be impressed with the facility. The tour Bob has

selected should be enjoyable and give everyone a taste for the area.

Vice President, Bob Dingman and I flew to Portland Oregon to select a Hotel for the 2015 reunion. We were very impressed with the area. I had never been to the northwest part of the country and was told that August is the best time to visit.

At the last reunion it was decided to put your dues invoice in the Bounce (reference page 15). Unfortunately, not to many members noticed it. In an effort to insure everyone has the opportunity to stay current and pay his/her dues and it was decided to send out an additional notice in the

mail. If you have not paid your dues for 2014 you can find the information in this copy of the Bounce (reference page xx).

On a sad note we lost our Webmaster in November. Ed Campbell passed away after a long fight with cancer, he will be sorely missed by all of us.

Looking forward to seeing many of you face to face this summer, as they say... "Meet me in St Louis".

Steve Sheehan

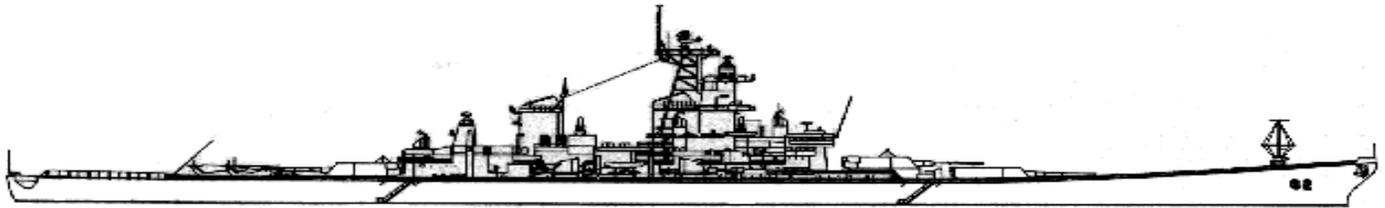
President



Better Half of Korean War Veterans



**Harley-Davidson Motorcycle
More Than 90,000 Model WLA Motorcycles Were
Built During the WW II and Korean War Era**



MESSAGE FROM THE VICE PRESIDENT

Happy New Year to all of our members. I hope everyone had a Merry Christmas and you're looking forward to a wonderful 2014. It's been a strange winter. It seems that the temperatures have been cold everywhere. Spring can't come soon enough here in New Hampshire.

Planning for the 2014 Reunion in St. Louis is completed and you will find all of the information you need in this issue of the *Jersey Bounce*. If you need any additional information, or have any questions concerning the reunion, please do not hesitate to contact me.

You'll notice that we have scheduled only one tour this year. This change was discussed and voted on at the 2013 general meeting, in Virginia Beach. The "Landmarks of St. Louis" tour we have planned will be a full day, including a seated lunch. Look for

the "Plan of the Week" in this issue.

There is a lot to see and do in St. Louis. We hope you will take advantage of your free time to explore the area. You can request a free copy of the *2014 St. Louis Visitors Guide* by going to www.explorestlouis.com on your computer. There you can request that a Visitors Guide be mailed to you, or you can download a copy to your computer.

If you are planning on attending the St. Louis reunion, please take time to contact your fellow shipmates and encourage them to join you. Renewing old friendships, meeting shipmates from different eras and sharing sea stories are priceless. I look forward to a good turnout from all eras. I hope that holding the reunion in the mid-west, will be helpful for those who have not been able to attend due to travel restraints.

On a sad note, for those who have not heard, Ed Campbell, our Webmaster, passed away on November 12th. Ed was a Vietnam Veteran. I did not know Ed when we served on the ship during Vietnam, but he was one of the first members I had contact with when I joined the organization. As the Webmaster, he helped me with some email addresses for shipmates I wanted to contact. Our prayers go out to his wife, Irene, and all of his family. This is another reminder that we should not put off until tomorrow, what we would like to do today.

Have a great summer and I'll see you in St Louis.

Sincerely,

Bob Dingman,
Vice President,
EM2, Vietnam



**Never Knew Tail Hook Were
Designed For This**

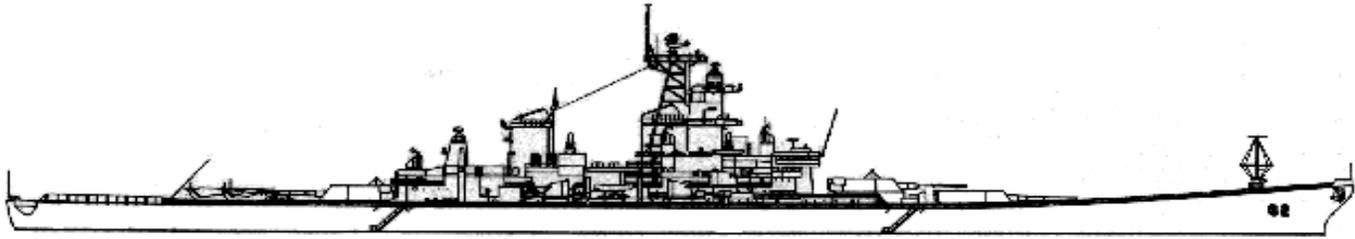
**Flight Crew Members Must
Have Prayed
He Saved Both Their Careers
and Possibly Their Lives**



Grumman F4F Wildcat



Mitsubishi A6M 0 (Zero)



MESSAGE FROM THE SECRETARY

nnn

From The Secretary's Deck:

Spring is just around the corner. A time of renewal, rebirth and regrowth. The birds are chirping and the flowers are budding. As for myself, I'm glad to see old man winter subside. Where I live, winter was more of a nuisance than a problem. Thank goodness for the Blue Ridge Mountains keeping the severe weather to the east. I hope the members affected by the cold and snow are thawing out.

Our last reunion at Virginia Beach was huge success. I trust all that attended had an enjoyable time. I know my wife and I sure did.

Now it's time to look forward to our reunion in St. Louis. The itinerary

for the reunion looks like another outstanding time.

Unfortunately, we will honor our members who have made their final deployment. Members like Jack Murphy, who was known by all members, and the others will surely be missed. Every member makes an impact on our association and with their passing, our light shines a little dimmer.

In a time of renewal, we also have to renew our association. If anyone knows a shipmate who is not a member, please ask them to join.

As the older Eras pass, we need new members. The Viet Nam Era and specially the Lebanon Era veterans,

who eventually take the con, are needed to fill our ranks.

As for myself, I'm looking forward to spring. I can't wait to freshen up the motorhome and hit the road. With all my medical appointments, I was unable to head out last year.

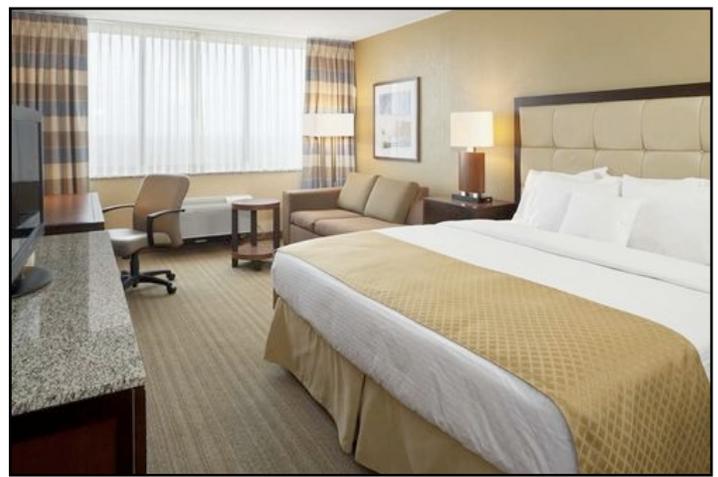
Unfortunately, my cancer has returned. Both my oncologist and surgeon are reviewing my scans, to see what the next step is.

If God allows, I will see you all in St. Louis.

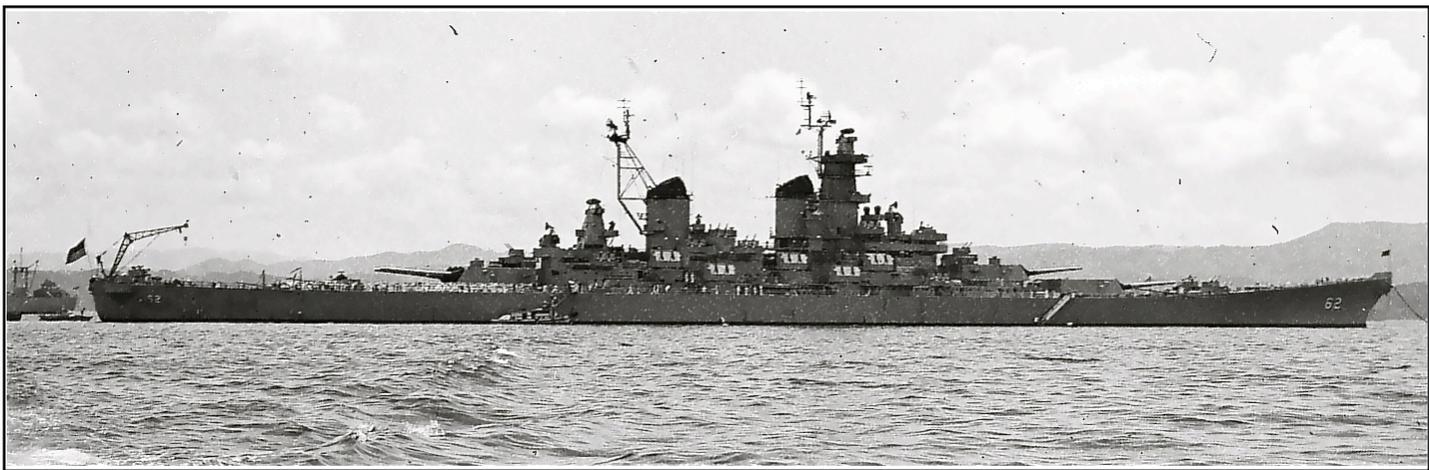
Fair winds and following seas,

Al Smith

Secretary



**Amenities at the St. Louis
at Westport
Doubletree Hotel**



MESSAGE FROM THE NEWS EDITOR

In gathering material and sorting out my thoughts in an effort to publish the Bounce, I realized that since our last reunion Sylvia and I have experienced some of life's more unpleasant events.

Several deaths in the family, Sylvia fracturing a vertebra in her neck. These are events that make you stop and think. "WHAT IS REALLY IMPORTANT."

Where am I, what am I doing, what do I want to do for the remainder of my life? Should I sit around and watch the grass grow, travel around this great country, go to the theater, attend sport events, volunteer to help the community/humanity!

We are extremely grateful that we are sound in both body and mind.

Yes, we are getting older and have less energy to expend on daily chores. I love skiing, and for the

past 20 years have been fortunate to make an annually trip to the Rockies. We enjoy RVing and attending the annual On-Line-Campers reunion in Tennessee and yes, a priority is attending the USS New Jersey Reunions.

In addition to writing the Bounce, I do volunteer work for several organizations. The one that I'm the proudest of is being a docent at the Smithsonian Air And Space Museum in Washington, DC. These activities help keep me young and trim (well not so trim).

Fortunately, Sylvia and I budget our resources, time, and energy and have been able to continue doing what we enjoy, like watching a gun fight at Jackson Hole, Wyoming, attending a musical, or going to a sports event.

I'm looking forward to the reunion in St. Louis. Being with old friends and hoping to meeting new ones. I have wanted to travel to the top of the Arch for many years but for various reasons haven't been able to accomplish it. Last year when we were in St. Louis the weather was too hot and the tour was shut down.

Weather permitting and the creek don't rise I plan on

going to the top of the Arch this year.

These reunions provide everyone a great opportunity to reunite with shipmates, visit some old haunts, relax, and enjoy. In addition, it provides an opportunity to take pictures of local scenery, shipmates, spouses, and guests enjoying themselves. Years later these pictures will bring up pleasant memories.

Strange, but since I have been attending the reunions I noticed that the winner of the 50/50 have not been present. Wish that these member could or would attend the reunions.

In an effort to make the reunion more enjoyable, there will be a Blind Auction held immediately after the 'Welcome Aboard Dinner'. This is a fun event and the monies go directly into the scholarship fund.

The reunion committee exerts a Herculean effort to ensure that the reunion continues to be monetarily self-sufficient. This ensures that membership dues does not subsidized the event.

Nick Rasch

News Editor



Join The Navy And Party All The Time

MESSAGE FROM THE MEMBERSHIP CHAIRMAN/DIRECTOR

Dear Shipmates

I don't know how the rest of you feel about this Winter, but I have had enough! Bring on Spring and Summer and another Jersey Reunion.

Since our last reunion (Virginia Beach) we have gained 11 new members. Unfortunately, we lost 5 members and 2 non-member shipmates.

My job as your Membership Chairman is to assure that the active roster for the year is kept up to date.

Your addresses, Email, and phone numbers are exclusive shared with only officers in need of this information.

I do not share this information with anyone else.

In addition, I am charged with the mundane task of maintaining the list of who has, or has not, paid dues for the current year.

You might have noticed that we changed the way the invoices for the dues was handled this year. Your notice was included in the Fall 2013 issue of the Bounce (reference page 15).

As of this time there are over 600 members that have not paid their membership dues for 2014. I am going to send out a letter as a reminder for those members that haven't paid their dues.

This change in notification of membership dues was an effort to conserve valuable resources. With a first class stamp at 49 cents we had

hoped to save the organization more than \$425.00.

Louise and I are looking forward to the reunion in St. Louis and seeing our friends and hoping to meet some new ones.

I also want to thank everyone that has worked very hard on all aspects associated with the St. Louis reunion.

I have enjoyed my first year as your Membership Chairman. It has been and still is, a learning process for me. Thanks, to Steve and Bob for all their help and support.

Hope to see you in St. Louis!

Sincerely,

Garry Blaylock

Cut Along Dotted Line And Mail To G. Blaylock

INVOICE FOR PRESENT MEMBERS AND APPLICATION FOR NEW MEMBERS

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

Additional Donation For Ship's Deck Restoration: _____

Mail a copy of this form to:

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

NAME: _____

ADDRESS: _____

DIVISION: _____

CITY: _____

ERA or Calendar years aboard: _____

STATE: _____ **ZIP:** _____

RATE/RANK: _____

Email: _____

Spouse's Name: _____

Phone No: _____



A Sign Like This Might Have Helped?

We are all getting older and either forget or ignore little things like dues.

Thanks for reminding me !

NOTE: THE MEMBERSHIP RENEWAL FORM IS ON

PAGE 18

PLEASE CUT OUT THE FORM AND MAIL TO

GARRY BLAYLOCK

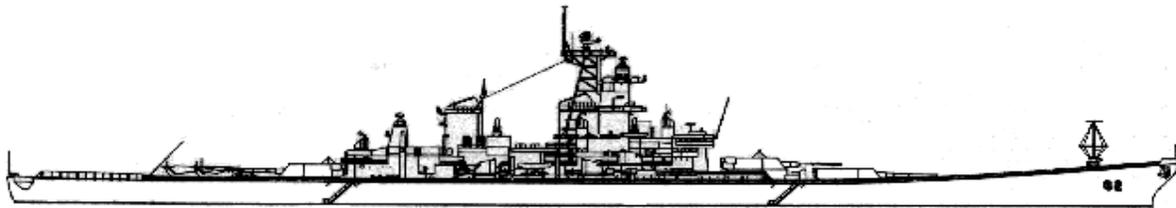
4918 BAL HARBOR DRIVE

CHATTANOOGA, TENNESSEE 37416

ACCOMPANIED WITH YOUR CHECK

IN THE AMOUNT OF \$20.00

This is the only dues notification you will receive



MESSAGE FROM THE SMALL STORES ADVISOR

Things are starting to move in regards to the ships store. I have started to get new merchandise for sale.

I am trying to keep the price as low as possible but we all know prices are always going up.

In an effort to save the organization we will not be shipping all the ships store merchandise to this years reunion.

I will be setting up samples of what we have for sale and be bringing

certain items to sell at the reunion. In addition, I will have special promos there so be on the look out.

In addition, the vendor that we had used for many years to make the badges has gone out of business. I am presently looking to find a new vendor. This could impact the price.

If there is a item that you would like to see let me know. I will try to have it in stock.

If you haven't gone to the ships Website recently take a look. The

Ships Store site has been upgraded and appears new.

When you place an order just copy the order form and mail it.

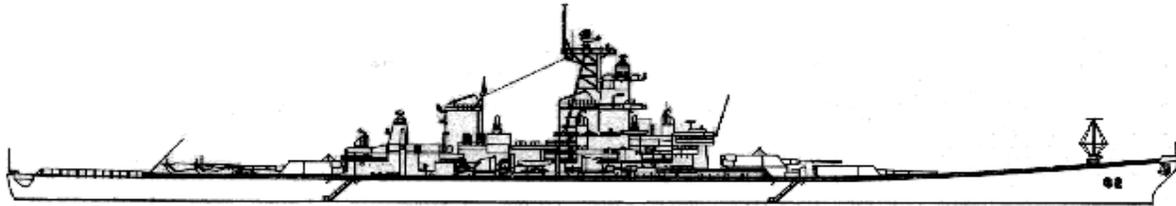
If you have any questions just call or e-mail me anytime.

John Chase

Small Store Manager/Advisor



Guy's Stopping Looking At The Girl - - - Look At The Merchandice



MESSAGE FROM THE SEATING CHAIRMAN

As you are reading this, Spring should be just around the corner. The worst of the Winter is behind us and hopefully things have started to warm up, and maybe even starting to show signs of greening up.

As you start thinking warm thoughts and start making summer plans, I hope your plans include a trip to St Louis in August for this year's reunion. St Louis is a fun city with many things to see and do and I believe our reunion committee has done their usual excellent job in planning a memorable reunion. It sounds as if they have set up an enjoyable tour and there are plenty of other things to see and do in the area for those who wish to explore on their own. I have personally been to St Louis several times and I've never failed to have a good time.

As always I enjoy seeing old friends and shipmates from my era, catching up with family news and retelling of old sea stories that seem to grow with each telling. I also enjoy seeing friends I have made from other eras, particularly those from the WWII and Korean eras. These shipmates are the Heart and Soul of this organization and have brought us to where we are today.

I have received a few requests for information about the reunion from shipmates who haven't joined as yet and hopefully we'll see them at the reunion. I have noted that we have gained several new members this year, especially from the Lebanon/Persian Gulf Era. It is great seeing more of the younger shipmates as they will be the ones keeping this organization afloat in a few years.

So it's time to start making those plans. Make your Hotel reservations, plane reservations or

map out your route. As you make these plans, reach out to that special shipmate, the one you maybe shared a bar stool with or maybe you helped each other back to the ship after a particularly rough night, the Buddy you could always count on. Give him a call and encourage him to join you for "Liberty" in St Louis.

Once again I am looking forward to serving you in your seating needs. Please make every effort to get your reservations in by the deadline and I will make every effort to see that you are seated with shipmates from your Division, or at the very least with your Era. If you wish to be seated with any particular individual or group please let me know. Also let me know if you have any special handicap needs.

See you in St Louis!

Bill Myers



Liberty in Sasebo, Japan



Members Enjoying The Reunion



MESSAGE FROM THE HISTORIAN

To all the members of the USS New Jersey Veterans Association, Inc.,

It is with a great mixture of pride and humility that I accept the position of Historian for the USS New Jersey Veterans Association, Inc. When I was first told that this honor was being bestowed on me I must admit that I became somewhat emotional. It has been my life's work to focus the attention of the general public, especially younger generations, on the Herculean efforts and sacrifices made by our nation's veterans. Robbed of the opportunity to serve in the military myself due to an eye condition, to be accepted in such a manner by the veterans of the greatest Battleship that ever sailed the seas, is quite frankly overwhelming and humbling.

Since you have chosen me to serve as your Historian, I felt it would be beneficial to share with you a little bit about my personal history. It had been my goal from an early age to join the Navy, having grown up in New Hampshire close to the Portsmouth Naval Shipyard I had a love of submarines. Yes, I wanted to be a "Nuke Puke Bubblehead!" Unfortunately an eye disease that struck me in my teens took that dream away from me. So, I vowed

that since I could not serve in it, I would preserve it. The "it" was the immense military heritage of the United States.

While attending college I focused my course work on military history, including a class devoted to the history of the U.S. Navy. Upon graduation in June 1999, I was offered my first professional museum job as Assistant Curator at the Wright Museum, a WWII museum located in Wolfeboro, NH. In 2000 I served as a National Park Ranger at the Springfield Armory National Historic Site in Springfield, MA, home to the world's largest collection of military small arms. The previous two positions were temporary seasonal jobs, my first permanent position came in 2001 when I was hired as Director of Public Programs at the Manassas Museum in Manassas, Virginia, the site of the first major land battle of the American Civil War. From January 2002 to April 2003 I was the Curator of the Airmen Memorial Museum, part of the Air Force Sergeants Association, in Suitland, MD.

As Curator of the Airmen Memorial Museum, while researching for photographs at the National Guard Memorial Museum I was offered the position of Director of that

institution. My role at the National Guard Museum provided me with experiences I never before imagined. Some of these included going to Normandy for the 60th Anniversary of D-Day, Bastogne for the 60th Anniversary of the Battle of the Bulge, Pearl Harbor, and almost every state in our great nation. As much as I loved my job at the National Guard Memorial Museum, nothing compares to what lay ahead of me next; the Battleship New Jersey Museum & Memorial.

The seven years that I have been fortunate enough to be the Curator of this proud ship have been some of the best times of my life. The number one joy of this job is getting to interact with those who I feel are heroes and national treasures, the veterans of the *New Jersey* and the veterans of all military branches. The Battleship has become a part of who I am as a person and she is truly the love of my life. In closing, I want to reiterate my sincere gratitude to you all for allowing me to serve as your Historian and I look forward to meeting each and every one of you at future reunions.

Very respectfully yours,

Jason Hall

MISSION THAT CHANGED WORLD WAR II

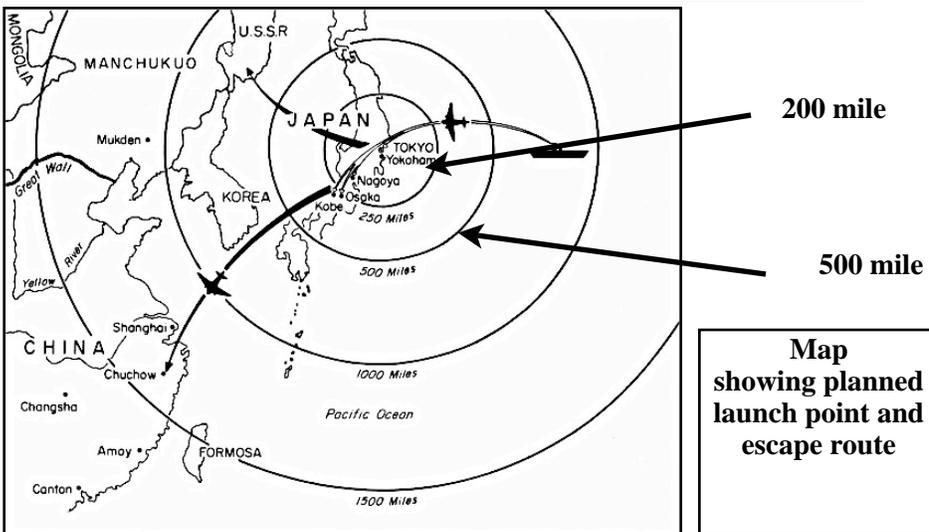


The Doolittle Raid (April 18, 1942)



Lt. Col. Doolittle & Capt. Mitscher revealing mission to U. S. Army Air Force Crew Members

Onboard the USS Hornet CV-8 (16 B-25s) En-route To Bomb Japan



Tokyo Raid

In the weeks after the Japanese attack on Pearl Harbor, President Franklin D. Roosevelt issued a directive that efforts be made to directly attack Japan as soon as possible. In addition to achieving a degree of retribution, Roosevelt sought to show the Japanese people that they were not invincible as well as boost flagging American morale.

Unfortunately, this turned out to be an extremely difficult assignment. The Army Air Forces had no bases in Asia close enough to allow their bombers to attack Japan and the Navy had no airplanes with the range and munitions capacity to do meaningful damage without risking the few aircraft carriers remaining in the Pacific Fleet.

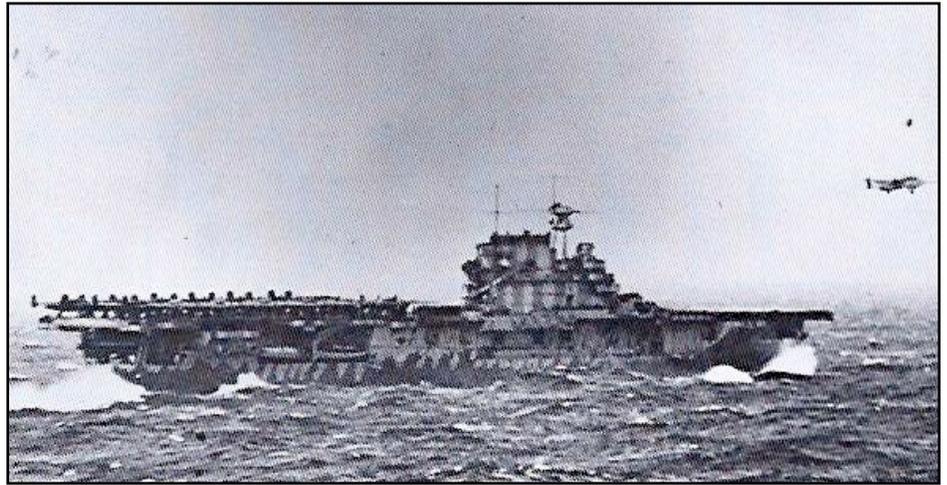
While ideas for meeting the president's request were being sought, Captain Francis Low, conceived a possible solution for striking the Japanese home islands. Captain Low initiated the idea of utilizing the medium range North American B-25 Mitchell bombers. He took the idea to his boss, Admiral Earnest King, Chief of Naval Operations.

Admiral King ordered Captain Donald Duncan to make a feasibility study. The study revealed that the B-25 Mitchell Bomber, with a reasonable bomb load, could take off from an aircraft carrier and fly the 2000 miles the mission would entail.

The plan was then forwarded to General 'Hap' Arnold (head of the U.S. Army Air Force) who enthusiastically agreed to the concept. He assigned Lt. Colonel Jimmy Doolittle to the project. Doolittle's calculations indicated that the twin-engine B-25 could be launched from a carrier 500 nautical miles from Japan with a 2000 lb. bomb load, drop the bombs on key industrial targets and proceed on to airfields located in China.

The plan being finalized, Doolittle selected a team of outstanding pilots from the 17th Bomb Group Medium to train on short takeoffs. On 17 February 1942 these crew members were detached from the Eighth Air Force and transferred to Eglin Field, Florida for intensive training.

The aircraft were flown to Minneapolis, Minnesota for



Doolittle in first aircraft launched heading towards Japan

extensive modification. Additional fuel tanks added and the tail guns and Norden Bombsight were removed. At the completion of the modification the aircraft were delivered to Eglin Field.

Although the crews were unaware of the mission they performed the task satisfactorily and were soon able to make the required takeoffs.

After completing the training the aircraft were flown to San Francisco, California and loaded aboard the USS Hornet CV-8.

Marc A. Mitscher, Captain of the USS *Hornet CV-8* put to sea on April 2 with 16 B-25 bombers aboard. After being at sea for several days Captain Mitscher opening the sealed orders and informing the crew that the bombers, led by Lieutenant Colonel Jimmie Doolittle, were intended for a strike on the Japanese homeland. The crew's went wild with the news.

The *Hornet* steaming across the Pacific, and united with Vice Admiral William Halsey's Task Force 16 which included the USS *Enterprise CV-6* and 3 heavy cruisers, (USS *Salt Lake City CA-25*, USS *Northampton CA-26*, USS *Vincennes CA-44*), one light cruiser, *Nashville CL-43*),



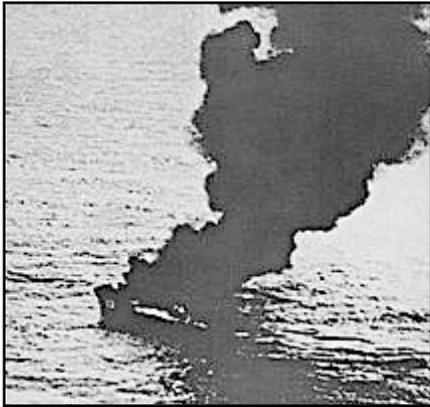
**Doolittle's Crew
On the Deck of the USS Hornet
April 18, 1942**

8 destroyers (USS *Balch* DD363, USS *Fanning* 385, USS *Benham* 397, USS *Ellet* 398, USS *Gwin* 433, USS *Meredith* 434, USS *Grayson* 435, USS *Monssen* 436), and 2 oilers (USS *Sabrina* AO-25, and the USS *Camarron* AO-22).

Enterprise's aircraft would provide cover for the combined force as it approached Japan. The combined task force headed for Japan.

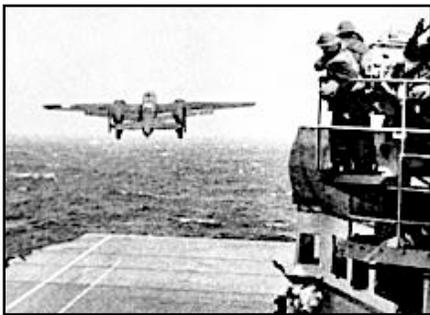
On April 18, the American force was spotted by the Japanese vessel *No. 23 Nitto Maru*. Although the enemy vessel was quickly destroyed by guns from the USS *Nashville CL-43*,

Admiral Halsey, Captain Mitscher and Doolittle were concerned that it had sent a warning to Japan or the Japanese Navy



23 Nitto Maru sinking by the USS Nashville CL-43

Still 170 miles short of their intended launch point, Doolittle met with Mitscher, to discuss the situation. Emerging from the meeting, the two men had decided to launch the bombers early.



B-25 immediately after take-off from USS Hornet CV-8 April 18, 1942

Each aircraft was then provided with extra fuel.

Leading the raid, Doolittle took off first at 8:20 AM and was followed by the rest of his team. The B-25s then flew towards Japan, most in groups of two to four aircraft before flying single file at wave-top level to avoid detection.

The aircraft began arriving over

Japan about noon Tokyo time (six hours after launch) and bombed 10 military and industrial targets in Tokyo, 2 in Yokohama and one each in Yokosuka, Nagoya, Kobe and Osaka.

Upon reaching Japan, the raiders successfully struck their targets before flying on to China. Several military targets were strafed by the bombers' nose gunners.

Although some B-25s encountered light anti-aircraft fire and a few enemy fighters over Japan, none of the bombers were shot down. Only the B-25 of Lt. Richard O. Joyce received minor damage, from anti-aircraft fire. At least one Japanese aircraft was shot down by the gunners of the *Whirling Dervish*, piloted by Lieutenant Harold Watson. Two other aircraft were shot down by the gunners of the *Hari Kari-er*, piloted by Ross Greening.

Due to the early departure, none of the aircraft possessed enough fuel to reach their intended landing strips and all would be forced to bail out or ditch.

Aircraft No. 4, piloted by Lt. Everett W. Holstrom, jettisoned its bombs before reaching its target when it came under attack by fighters. This aircraft was then diverted to Vladivostok, Russia. The other 15 proceeded towards China.



General Doolittle Addressing Employees at the North American Plant



Pilot Hite taken captive by Japanese 1942

The raiders faced several unforeseen challenges during their flight to China: night was approaching, the aircraft were running low on fuel and the weather was rapidly deteriorating. None would have reached China if not for a very fortunate tail wind experience coming off the targets (increased their ground speed by 25 knots for seven hours). The crews realized they would probably not be able to reach their intended bases in China, leaving them the option of either bailing out over eastern China or crash-landing along the Chinese coast. Fifteen aircraft reached the Chinese coast after thirteen hours of flight and crash-landed or the crews bailed out;

Running low of fuel 11 crew members parachuted in waters near the Chinese coast (3 died). Local Chinese were able to rescue 64 and the Japanese captured eight.

This was the longest combat mission ever flown by the B-25 medium bomber, averaging approximately 2,250 nautical miles.

Fate of The Missing Crewmen

Following the Doolittle Raid, most of the B-25 crews who had reached China eventually achieved safety with the help of Chinese civilians and soldiers. Of the 80 airmen who participated in the raid, 69 escaped capture or death.

When the Chinese helped the Americans escape, the grateful Americans gave them whatever they had on hand. The people who helped them paid dearly for sheltering the Americans.

The Japanese military began the Zhejiang-Jiangxi Campaign to intimidate the Chinese from helping the American airmen. All airfields within a range of some 20,000 square miles in the areas near where the Raiders had landed were torn up.

Germ warfare and atrocities were committed, and those found with American items were immediately shot. During the search for Doolittle's men it was estimated that the Japanese killed 250,000 Chinese civilians.

The crews of two aircraft (ten men in total) were unaccounted for at that time: Hallmark's crew (sixth off) and Farrow's crew (last off).

On 15 August 1942, the United States learned from the Swiss Consulate General in Shanghai that eight of the missing crew members were prisoners of the Japanese at the city's Police Headquarters. Two crewmen drowned after crash-landing in the ocean.

On 19 October 1942, the Japanese announced that they had tried the eight prisoners and sentenced them all to death, but said several had received commutation of their sentences to life imprisonment. No names or details were given.

The story of the missing crews was revealed in February 1946 during a war crimes trial held in Shanghai to try four Japanese officers charged with mistreating the eight captured crewmen. It was learned that two of the missing crewmen, Staff Sgt. William J. Dieter and Sgt. Donald E. Fitzmaurice, drowned when their B-25 crashed into the sea. The other eight were captured: Lieutenants Dean E. Hallmark, Robert J. Meder, Chase Nielsen, William G. Farrow, Robert L. Hite, and George Barr, and Corporals Harold A. Spatz and Jacob DeShazer.

On 28 August 1942, pilots Hallmark, Farrow, and gunner Spatz faced a war crimes trial by the Japanese for allegedly strafing Japanese civilians.

At 16:30 on 15 October 1942 they were taken by truck to a Public Cemetery and executed by firing squad.

Immediately following the raid, Doolittle told his crew that he believed the loss of all 16 aircraft, coupled with the relatively minor damage to targets, had rendered the attack a failure, and he expected a court-martial upon his return to the United States.

Instead, the raid bolstered American morale to such an extent that Doolittle was awarded the Medal of Honor by President Roosevelt, and was promoted two grades to Brigadier General, skipping the rank of Colonel.

He went on to command the Twelfth Air Force in North Africa, the Fifteenth Air Force in the Mediterranean, and the Eighth Air Force in England.

All 80 Raiders received the Distinguished Flying Cross, and those who were killed, wounded or injured during the raid also received the Purple Heart. Every Doolittle Raider received a decoration from the Chinese government.

Unfortunately, 12 of the survivors died in air crashes within 15 months of the raid. Two survivors were

separated from the USAAF in 1944 due to the severity of their injuries.

INPACT

The Doolittle raid did little material damage, readily repaired. Eight primary and five secondary targets were struck. In Tokyo, the targets included an oil tank farm, a steel mill, and several power plants. In Yokosuka, at least one bomb from the B-25 piloted by Lt. Edgar E. McElroy struck the nearly completed aircraft carrier *Ryūhō*, delaying her launch until November. Six schools and an army hospital were also hit. Japanese officials reported the two aircraft whose crews were captured had struck their targets.

For years before Pearl Harbor, there had been mock air raid drills in every Japanese city, although China's air force was almost nonexistent; this may have been part of the process of keeping warlike emotion at a high pitch. The Japanese press depicted the raid as a cruel, indiscriminate bombing targeted at civilians, women and children.

Despite the minimal damage inflicted, American morale, still reeling from the attack on Pearl Harbor, Japan's Naval victories, and subsequent territorial gains soared when news of the raid was released.

The Japanese Navy desperately attempted to locate and pursue the American task force. The Second Fleet's main striking force was located near Taiwan, and was returning from an Indian Ocean Raid to refit and replace its aircraft and aircrew losses.

This powerful fleet consisted of five aircraft carriers and contained their best naval aircraft and aircrews. The Second Fleet was immediately ordered to locate and destroy the U.S. carrier force.



**B-25 Honoring the Doolittle Raid
Wright Patterson Air force Base, Ohio**

The Imperial Japanese Navy also bore a special responsibility for allowing an American aircraft carrier force to approach the Japanese Home Islands and escape undamaged.

The fact that large, normally land-based bombers carried out the attack initially confused the Japanese High Command.

This confusion was resolved when the Japanese finally capture the crew of 2 of the aircraft and through interrogation learned how the raid was conducted.

However, this did little to calm both the civilian and military population in the knowledge that Japan was now vulnerable to air attack.

These issues helped to strengthen Admiral Yamamoto's resolve to destroy the American Fleet.

Admiral Yamamoto planned to capture Midway Island. He was confident this attack would force the weakened U. S. fleet to defend the Island. He was correct as this brought the remaining US carriers out to defend the Island.

With 4 carriers and 5 battleships on-the-line and superior aircraft and veteran aircrew he would totally destroy the US Navy.



President Roosevelt Presenting the Medal Of



**Goblets and The Bottle of Cognac
Displayed at the Wright Patterson Air Force
Museum, Dayton, Ohio**



It is interesting to know that each B-25 aircraft started its takeoff roll from the exact same spot on the flight deck of the aircraft carrier. This was due to both the size of the aircraft and the configuration of the flight deck of the carrier

On July 9, 1942 General James H. Doolittle said,

"It was hoped that the damage done would be both material and psychological. Material damage was to be the destruction of specific targets with ensuing confusion and retardation of production. The psychological results, it was hoped, would be the recalling of combat equipment from other theaters for home defense thus effecting relief in those theaters, the development of a fear complex in Japan, improved relationships with our Allies, and a favorable reaction on the American people."

Celebrations

The Doolittle Raiders have held an annual reunion almost every year since the late 1940s.

The high point of each reunion is a solemn, private ceremony in which the surviving Raiders perform a roll call, then toast their fellow Raiders who died during the previous year.

Specially engraved silver goblets, one for each of the 80 Raiders, are used for this toast; the goblets of those who have died are inverted. Each Raider's name is engraved on his goblet both right side up and upside down.

The Raiders drank a toast of cognac at each of these reunions. The final reunion will feature the opening of the bottle of Cognac that has accompanied the goblets to each reunion.

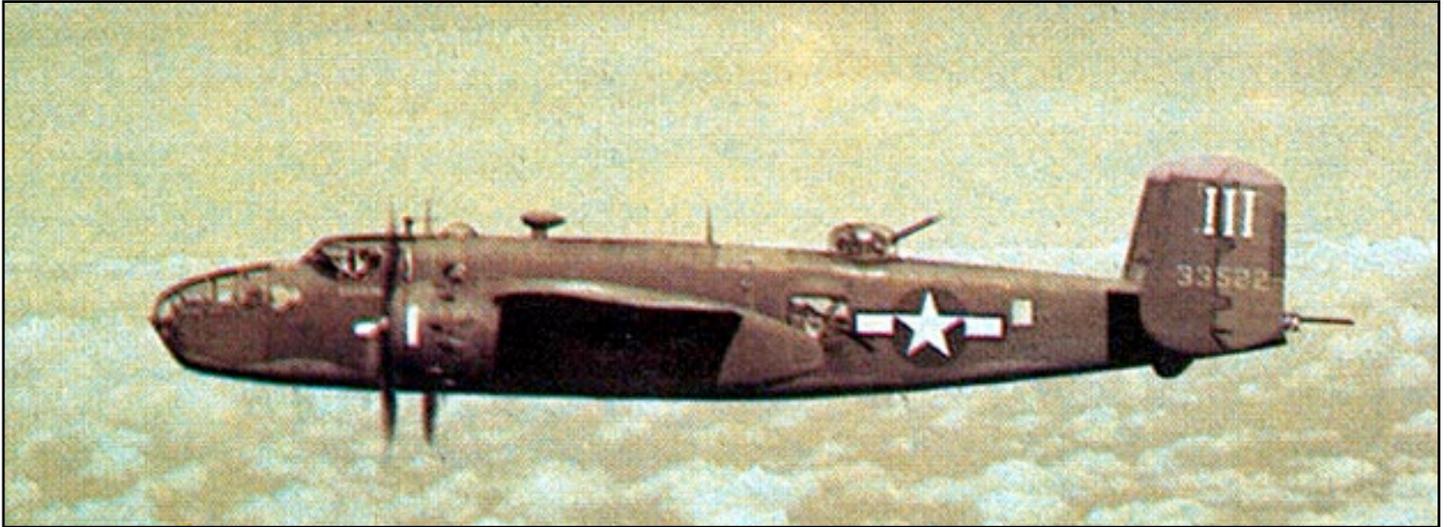
In 2013 the remaining Raiders decided to hold their last public reunion at Fort Walton Beach, Florida,

not far from Eglin Air Force Base, where they trained for the original mission.

The "final toast to fallen comrades" by the surviving raiders took place

at the NMUSAF on 9 November 2013, preceded by a B-25 flyover, and was attended by Richard Cole, Edward Saylor, and David Thatcher the three remaining survivors.

The bottle and goblets have been transferred to the National Museum of the United States Air Force (NMUSAF) at Wright-Patterson AFB, Ohio.



B-25 Bomber

The modified aircraft had a crew of 5 and carried a 2000 pound bomb load.
The tail guns were removed to lighten the aircraft



Crew Members Rescued By Chinese Peasants



Lt. Col. Doolittle attaching a Japanese medal to a bomb he will deliver back to the Japanese

A LITTLE SLICE OF HISTORY

You thought you knew everything about WW-II history

To stimulate or refresh your mind/memory, here is a historical event that took place in this country, but very few of us ever heard about it. Yet it was a daring feat on the part of the Japanese at that time, and could have been quite significant, if the timing had been different...

“The Day The Japanese Bombed Brookings, Oregon”

Brookings, Oregon By: Norm Goyer

Prior to the attack on Pearl Harbor, a contingent of Japanese I-Class submarines sailed from Yokosuka via the Marshall Islands to take up positions off Hawaii and the coast of North America. Five of these vessels carried midget two-man submarines and 11 carried aircraft.

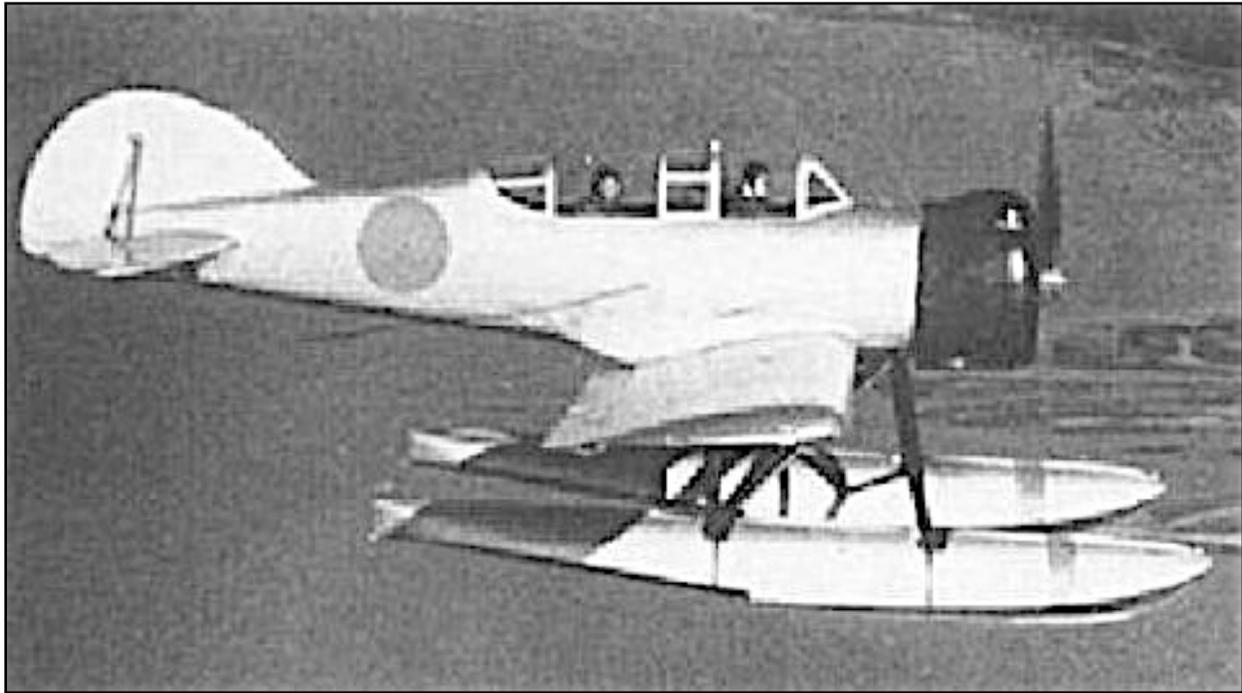
The attack off Brookings, Oregon was a test run. If successful, the Japanese had hopes of using their huge submarine fleet to attack the Eastern end of the Panama Canal in an effort to slow shipping from the Atlantic Ocean to the Pacific Ocean. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft.



Japanese I-25 Class Submarine

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States coastline (Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coastline for ships and aircraft that might attack our country). Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire.

It was full daylight when the Captain ordered the aircraft to be made ready for flight. The crew quickly assembled the Yokosuki E 14Y (Glen) specially designed seaplane and attached two 168 pound incendiary bombs to the hard points of the aircraft. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. Chief Warrant Officer Nobuo Fujita (pilot) and observer Shoji Okuda mounted the aircraft and the pilot started the engine. He let the engine warm up, checked the magnetos and oil pressure. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned and headed for the Oregon coast. The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores. The plane flew toward Cape Blanco Light and crossed the coastline, following a course southeast for about 50 miles to drop its payload on Wheeler Ridge.



Yokkosuki E14Y (Glen)

The pilot checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were to drop their bombs. The huge trees were easy to spot and certainly easy to hit with the bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The fog that had caused the pilot to climb to several thousand feet was very wispy by this time and caused no further problems.

At the same time: Nebraska forestry student Keith V. Johnson was on duty atop the forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe. It was cold and quiet on the coast that September morning. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings which is located just a few miles north of the California-Oregon state lines.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. Every few minutes he would scan low, medium and high but nothing caught his eye. Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The pilot instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine. He released the bombs and watched as they tumbled from the small seaplane and impacted the forests. He then circled once and spotted fire around the impact point, executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan. Mission accomplished.

However, this event caused no damage. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain making the forests so wet it simply would not catch fire.

This event, marked the only time during World War II that any enemy airplane dropped bombs on the United States mainland. Although the mission failed to have the desired results it demonstrated that the Japanese had the willpower, skills, ability and capability of striking the United States mainland and the Japanese considered the mission a success.

NOTE: Fujita returned to Brookings in 1962 after being assured he would not be treated or tried as a war criminal. He presented the town with a 400-year-old samurai sword that had been handed down through generations of his family, a symbol of his regret and deep shame for having participating in bombing U.S. soil. The sword now hangs in the town's library. Fujita's gesture was the beginning of a deep friendship the Japanese pilot eventually formed with the town. In the last week of his life, the town council of Brookings hailed Mr. Fujita an "ambassador of good will" and proclaimed him an "honorary citizen" of the town. Fujita died of lung cancer at 85 on September 30, 1997.

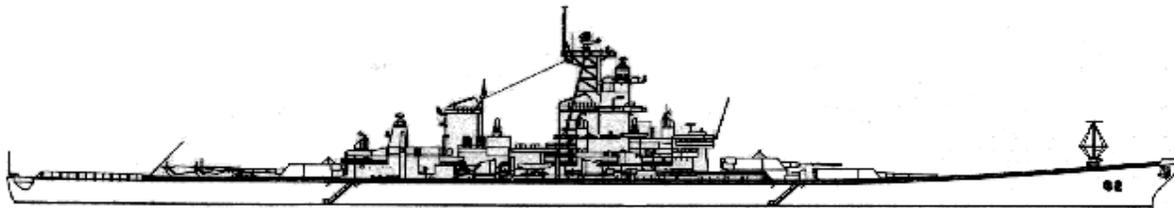
I want to thank both Norris Olney and Frank Carfioll for this article.

This Memorial Plaque is located in Brookings, Oregon at the site of the 1942 bombing.



Fifty years later the Japanese pilot, who survived the war, returned to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted.





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 received by the President NO later than June 1, 2014

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 2014.
- 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 (reference) WWW.USSNEWJERSEY.ORG

Publication will be accomplished through the USS New Jersey Veterans News Letter and the aforementioned Home Page.

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 2014.
- c. Official transcripts for the 11th and 12th grades 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 or equivalent.

APPLICATION SUBMISSION:

Eligibility requirements b, c, d, e, f, g, and h must be received by Steve Sheehan, President, by June 1, 2014.
Steve Sheehan, 1209 Cumberland Rd., Abington, PA 19001

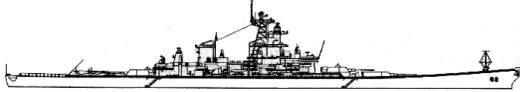
THE PRESIDENT WILL NOTIFY THE SCHOLARSHIP WINNERS BY PHONE WITH A FOLLOW UP LETTER OF CONFIRMATION.

USS NEW JERSEY BB 62 REUNION NAME PLATE ORDER FORM

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

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

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



Pricing

Name tags. \$10.00

Stringer tags \$3.00

Mail this complete order form and check to:

John Chase

174 School St. Tilton, NH 03276

Phone: 603-286-7065

Email: bb62sailor@gmail.com

Make check payable to

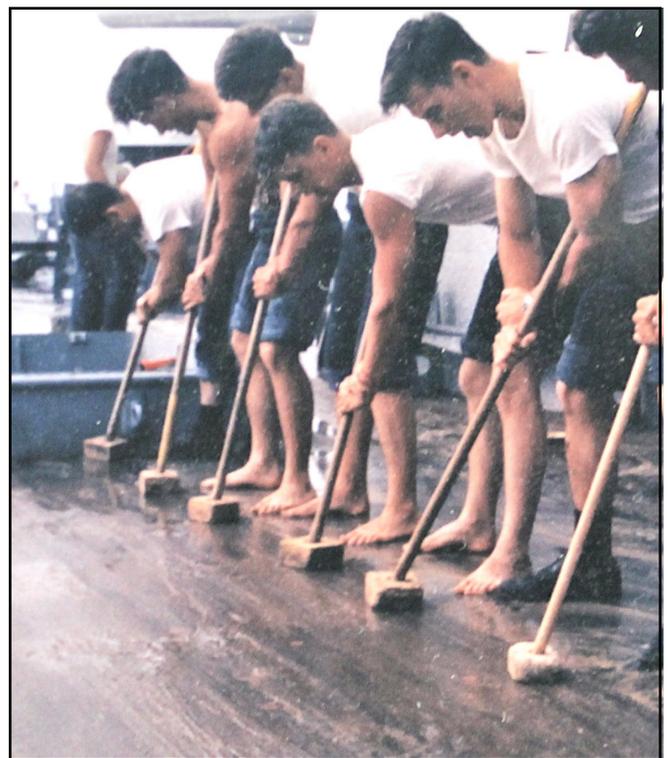
USS New Jersey Veterans, Org.

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

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



Loading Projectiles aboard in Sasabo, Japan (1953)



Crew Keeping the Deck Clean

CITY HISTORY STRING

Mark Your Required History String (s)

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

<u>City</u>	<u>Year</u>	<u>Crew</u>	<u>Associate</u>	<u>Guest</u>	<u>Plank-owner</u>
Long Beach, CA	1982	_____	_____	_____	_____
Atlantic City, NJ	1984	_____	_____	_____	_____
Indianapolis, IN	1986	_____	_____	_____	_____
New Orleans, LA	1988	_____	_____	_____	_____
Dayton, OH	1990	_____	_____	_____	_____
Nashville, TN	1992	_____	_____	_____	_____
Cherry Hill, NJ	1993	_____	_____	_____	_____
San Diego, CA	1994	_____	_____	_____	_____
Norfolk, VA	1995	_____	_____	_____	_____
Fort Mitchell, KY	1996	_____	_____	_____	_____
Danvers, MA	1997	_____	_____	_____	_____
Colorado Springs, CO	1998	_____	_____	_____	_____
Seattle, WA	1999	_____	_____	_____	_____
Daytona Beach, FL	2000	_____	_____	_____	_____
Branson, MO	2001	_____	_____	_____	_____
Cherry Hill, NJ	2002	_____	_____	_____	_____
Las Vegas NV	2003	_____	_____	_____	_____
Washington, DC	2004	_____	_____	_____	_____
Valley Forge, PA	2005	_____	_____	_____	_____
San Antonio, TX	2006	_____	_____	_____	_____
San Diego, CA	2007	_____	_____	_____	_____
Cherry Hill, NJ	2008	_____	_____	_____	_____
Jacksonville, FL	2009	_____	_____	_____	_____
Nashville, TN	2010	_____	_____	_____	_____
Hilton Head, SC	2011	_____	_____	_____	_____
Cherry Hill, NJ	2012	_____	_____	_____	_____
Virginia Beach, VA	2013	_____	_____	_____	_____
St. Louis, MO	2014	_____	_____	_____	_____

NOTE: Prices not finalized at this time. Contact John Chase for prices.

Total Badges Selected _____ X ? = Total Cost _____

Mail this complete order form and check to:

Make checks to USS New Jersey Veterans, Org.

John Chase

174 School St. Tilton, NH 03276

Phone: 603-286-7065

Email: bb62sailor@gmail.com

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

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

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

SWEATSHIRTS - CALL FOR COLOR AND SIZE AVAILABLY \$23.00

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

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

LADIES SHIRTS

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

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

CALL FOR NEW COLORS

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

TOTE BAGS \$11.00

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

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

MAKE CHECKS PAYABLE TO: USS NEW JERSEY VETERANS, INC

Mail To:

John Chase, 174 School St. Tilton, NH 03276

Phone: 603-286-7065

Email: bb62sailor@gmail.com

**NOTE: Information concerning merchandise is available on our Home Page.
(USS New Jersey Veterans, Inc.), then click on Membership, then click on Small Stores.**

The United States Navy Memorial Heritage Center

COMMEMORATIVE WALL PLAQUE

Steve Sheehan, President of our organization, in concert with the directors has displayed interest in the organization sponsoring a Commemorative Wall Plaque for the USS New Jersey BB-62 to be placed in the Navy Memorial Heritage Center located in Washington, DC.

The USS New Jersey is the only Iowa class battleship not represented at the Heritage Center.

Our sister ships have all placed Plaques in the United States Navy Memorial honoring their ship.

These plaques are relatively expensive, however an organization

representing such a great ship as ours absolutely should address this issue.

Our ship is the most decorated Battleship in United States Naval History and does not have representation at the Navy Memorial.

When the plaque is completed the management of the Heritage Center coordinates with our President and a dedication ceremony in the Navy Memorial Theater is scheduled.

Members of the our leadership team gives a welcoming speech at this ceremony honoring the sponsor's Plaque.

PROCESS

A \$500.00 deposit is required to reserve a spot on the wall and obtain the service of their graphic designer.

After the plaque design is approved by our organization the remaining \$2500.00 is required.

The total cost is \$3000.00.

It's time that our organization steps up to the plate and honors the greatest battleship in Naval history.

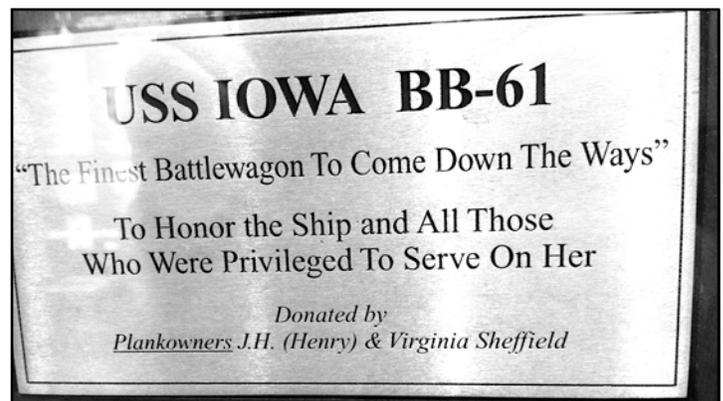
In addition, our organization has a memorial plaque at the Nimitz Museum, Fredericksburg, Texas.



Plaque Honoring The USS Iowa

Each plaque is an archival, photo engraved, matt finished aluminum plate, measuring 3.75 X 7.00 inches, created by their Graphic Designer in cooperation with our directors approval.

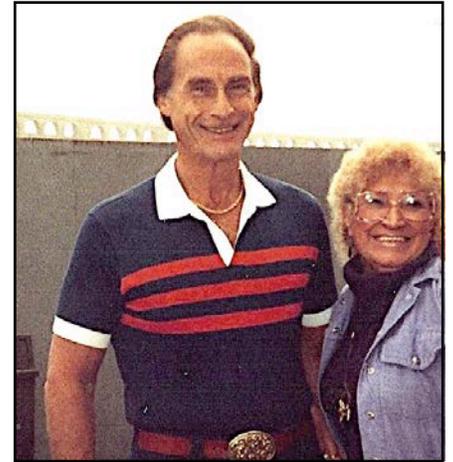
At the completion of the project our organization is given the image of the plaque on a CD that can be used commercially to recreate the plaque on Newsletters, Coffee Cups, Plates, reunion banners or other suitable items.



Plaque Sponsored by an Iowa Plankowner

DO YOU REMEMBER THIS REUNION?

BACK IN THE DAYS WHEN WE WERE MUCH YOUNGER, FOOT LOOSE, AND FANCY FREE



Sid Ceasar



Wonder Where This Van Is Today!

**This was the 1984 Reunion Held In Atlantic City
Yes! 30 Years Ago**

Pictures Donated By Ernie Dolton



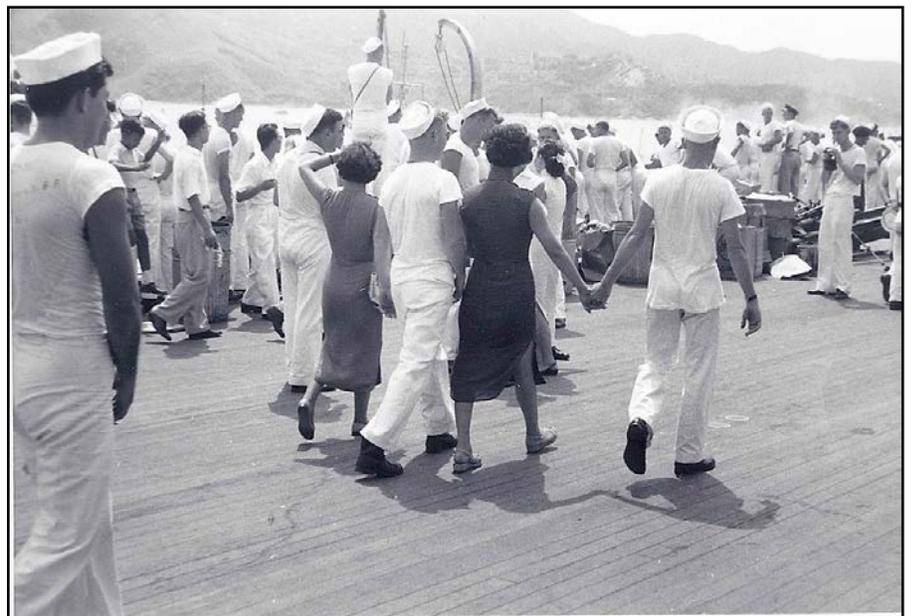


The Only Time the 4 Iowa Class Battleships Cruised Together - - - June 7, 1954

Front to Rear - USS Iowa BB-61, Wisconsin BB- 64, USS Missouri BB-63, USS New jersey BB-62

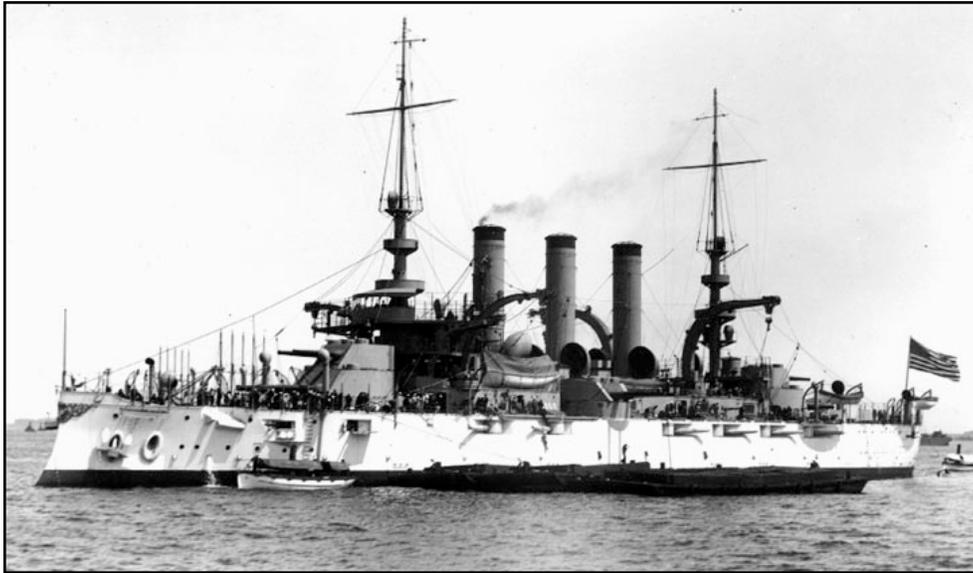


**Happy Sailors Going On
Liberty**



**Open House During Visit To Japan
These Sailors Sure Move Fast**

Two Great Battleships (USS New Jersey BB-16 & USS New Jersey BB 62)



**USS New Jersey BB-16
The Great White Fleet Cruise Around The World 1908**



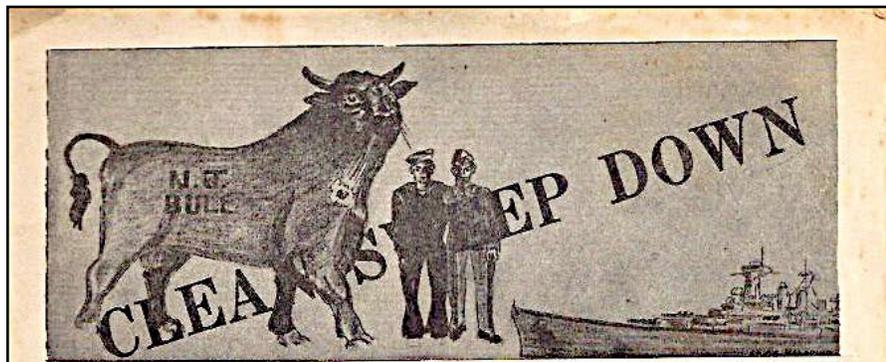
Starboard Quarter View In Heavy Seas

**Prior to Recommission in January 1983
Pictures Taken During Sea Trials
Off The Coast of California**

Official U.S. Navy Photos 83-00102, and 83-00107



“ CLEAN SWEEP DOWN “



VOL. I NO. 1. NOVEMBER 1943 U.S.S. NEW JERSEY

Now Hear This - - - -



This is by way of an introduction. We hereby present ourself to you.

We are nameless as yet, but will call ourself "Clean Sweep Down" until some clever fellow comes up with a good name and wins a \$10 cash prize.

We are your Ship's Paper, which will try to reflect the goings-on in wardroom, gun turrets, engineering spaces, and all the other areas of the New Jersey bounded by port and starboard, fore and aft, above and below.

The ship is our oyster, and we will try to uncover as many pearls as possible. We will be as serious as the occasion demands, and as funny as we possibly can be. We will try to include art, literature, humor, controversy, personalities, and just plain talk within these columns.

Our purpose is to provide a medium for the exchange of information, ideas, and acquaintance among all the several thousand members of this good ship's company. Anything that adds to interest and convenience of shipmates has a legitimate right to our pages.

This is your paper. It will represent you to your mates on other ships and stations of the Naval establishment. Your pride in your ship should reflect itself in your Ship's Paper. All of you are sub-editors and contributing editors, as well as subscribers.

The staff which will carry on the work of putting out this sheet are probably a corny lot, who can't write half as well as the rest of you. So you are invited to take a hand in the publication by contribution, through your division correspondents, of all the material that would possibly be of interest to any of us or to all of us. Your Ship's Paper is interested in everything, from gossip to gripes.

But most of all your Ship's Paper is interested in you, whether working, fighting or playing.

We hope to satisfy. -The Staff



Captain Carl F. Holden
First Skipper

Editor-In-Chief
Lt. (jg) J. C.C. Edelstein USNR

Initially the Weekly News Paper was called the 'Clean Sweep Down.'

A prize of \$10.00 was announced for the person that submitted the winning name for the weekly paper.

The winning Name - **'The Jerseyman'**

So You Now Know How 'The Jerseyman' Began

HUMOR

On one of the tour bus trips at the last reunion Natalie Ross shared several jokes with us. I thought that you might also enjoy this one.

A man turned 65 and told his wife that he was going down to the Social Security Office and apply for Social Security.

Upon arriving he was interviewed by a young lady and she ask him for his birth certificate or a passport to verify his age.

He was dumbfounded as he didn't have either and didn't know what to do. The young lady said just open your shirt and show me your chest. He complied and she noticed the gray hair on his chest and said that it convinced her that he was at least 65 years old and continued the process.

He was elated that he was certified for Social Security and hurried home to tell his wife.

After telling her the good news she said you should have pulled your pants down and you would have qualified for disability.

Wife Deer Hunting

It was Saturday morning as Jake, an avid hunter from Dripping Springs, woke up raring to go bag the first deer of the season. He walks down to the kitchen to get a cup of coffee, and to his surprise he finds his beautiful blonde wife, Alice, sitting there, fully dressed in camouflage.

Jake asks her, "What are you up to?"

Alice smiles, "I'm going hunting with you!"

Jake, though he had many reservations about this, reluctantly decides to take her along.

Three hours later they arrive at a game preserve just outside of San Marcos, Texas.

Jake sets his lovely wife safely up in the tree stand and tells her, "If you see a deer, take careful aim on it and I'll come running back as soon as I hear the shot."

Jake walks away with a smile on his face knowing that Alice couldn't bag an elephant - much less a deer.

Not 10 minutes pass when he is startled as he hears an array of gunshots.

Quickly! Jake starts running back. As he gets closer to her stand, he hears Alice screaming, get the #\$\$%^ away from my deer!"

Confused and frightened, Jake races faster towards his screaming wife. And again he hears her yell, "Get the #\$\$%^ away from my deer!" followed by another volley of gunfire!

Now within sight of where he had left his wife, Jake is surprised to see a Texas game warden with his hands high in the air.

The game warden, obviously distraught, yelled, "Okay, lady! You can have your #\$\$%^ deer, just let me get my saddle off it first!"

Helicopter Training

While attending helicopter training one of the pilots prematurely released his payload and it dropped 300 feet to the ground. Fortunately No one was hurt, but the next morning a label was placed next to the release switch on all the helicopters which read,

'FOR DESK JOB JUST PUSH HERE.'

Telephone Etiquette

A young Ensign was conducting a class on phone etiquette when he recalled an incident that had happened to him.

He thought he was calling the ship's chart house. A sleepy voice answered, "Yeah whaddaya want?"

"That's no way to answer the phone when an officer calls." he snarled. "Now let's start over. Pretend I just called you."

"OK, Captain's cabin, Captain speaking!"

Aboard The USS Midway

A shipmate and I were loading equipment aboard in preparation for pushing out to sea. One item was an incredibly heavy air compressor. Sweating and exhausted, we put the unit down to rest for a minute.

My shipmate pointing to a gauge and stated, "No wonder it's so heavy it's full of air."

After Several Weeks at Sea

A young Seaman Duce was writing his girlfriend a letter. About halfway through he ask me how to spell the word *dough*.

I ask, "Do you mean like cookie dough?"

"No the other one," he said.

"Like a deer? Doe?"

"No, the other one."

"What other one?"

"YOU know," he said, "Like 'Even dough I was....' "

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



JOIN THE NAVY AND PARTY ALL THE TIME

<u>Name</u>	<u>Division</u>	<u>ERA</u>	<u>Home town</u>
<i>Capt. Paul M. Allen</i>	<i>S-3</i>	<i>WW II</i>	<i>Mission, TX.</i>
<i>William Anderson</i>	<i>Volunteer</i>		<i>Lindenwold, NJ.</i>
<i>June Anderson</i>	<i>Volunteer</i>		<i>Lindenwold, NJ.</i>
<i>Jarrold Barker</i>	<i>B</i>	<i>80 ies</i>	<i>Marshall, MN.</i>
<i>Fredrick Stephen Caron</i>	<i>OE</i>	<i>Vietnam</i>	<i>Cedarburg, WI.</i>
<i>John Carpenter</i>	<i>G</i>	<i>80 ies</i>	<i>Gerald, MO.</i>
<i>Daniel Dale</i>	<i>OI</i>	<i>Vietnam</i>	<i>San Luis Obispo, CA.</i>
<i>John Van Dine</i>	<i>OS</i>	<i>80 ies</i>	<i>Fullerton, CA.</i>
<i>Russell L. Farmer</i>	<i>S2</i>	<i>80 ies</i>	<i>Victorville, CA.</i>
<i>Timothy Flynn</i>	<i>OS</i>	<i>80 ies</i>	<i>St. Louis, MO.</i>
<i>Diane Flynn</i>	<i>Associate</i>		<i>St.Louis, MO.</i>
<i>Carl L. Jones</i>	<i>E</i>	<i>Vietnam</i>	<i>Gas City, IN.</i>
<i>Joe Miller</i>	<i>B</i>	<i>Vietnam</i>	<i>San Diego, CA.</i>
<i>Robert W. Moore</i>		<i>80 ies</i>	<i>Greensboro, NC.</i>
<i>Gary Snyderock</i>	<i>OR</i>	<i>Vietnam</i>	<i>Oakdale, MN6</i>
<i>Jerry Stewart</i>	<i>OS</i>	<i>80 ies</i>	<i>Walhalla, SC.</i>
<i>Handsey Stewart</i>	<i>Associate</i>		<i>Walhalla, SC.</i>

Eddie Allen Campbell

April 16, 1946 - November 9, 2013



After a long hard battle with cancer Ed passed away peacefully on November 9, 2013 with his beloved wife Irene by his side.

Throughout his life he devoted unlimited hours making a better life for the animals he loved so much.

We feel confident that he is reunited with his faithful German Shepherd "Lady" who preceded him.

Ed was a Vietnam veteran who served in the Navy aboard both the destroyer USS Henry Tucker DD-875 & the Battleship USS New Jersey BB 62.

Ed was extremely proud of serving aboard the greatest Battleship ever built. He took personal pride in helping to save the lives of so many US Marines and Soldiers during his Vietnam tour. He welcomed the troops to Hotel New Jersey for a hot shower and chow. He was amazed that the troops were so grateful for these few amenities he wanted to do more.

After leaving the Navy he joined the USS New Jersey Veterans Organization and for many years served as the Web Master. During this period he completely redesigned the Web Site to make it more user friendly.

He worked for the Duro Test Corp as Mgr. & Vice President of Sales and later as an Independent Rep for Traffic Safety Corp.

Ed volunteered for the Solano County Animal Shelter and worked to help save animals.

He served on the Solano County Animal Advisory Commission. This Commission's goal was to make a better life for the animals he loved so much.

Ed will be missed by all. He is survived by his loving wife, Irene; sons, Michael and David; daughter, Stephanie; stepson, Michael LaGratta and 4 grandchildren.



**USS Henry Tucker DD-875
Anchored at An Thoi, Vietnam**



**USS New Jersey BB-62
Anchored Off The Coast Of Korea 1953**

USS New Jersey BB 62 Taps Listing



<u>Name</u>	<u>Division</u>	<u>Era</u>	
<i>Walter R. Bardin</i>	<i>L</i>	<i>WW II</i>	<i>Live Oak, Tx.</i>
<i>George W. Bellomo</i>	<i>1 st</i>	<i>Korea</i>	<i>Vero Beach, FL.</i>
<i>George W. Bornschein</i>	<i>FA</i>	<i>WW II</i>	<i>N. Merrick, NY.</i>
<i>Walter Braun</i>	<i>B</i>	<i>Korea</i>	<i>Shiner, TX.</i>
<i>Jack Britton</i>	<i>7th</i>	<i>WW II</i>	<i>Grand Junction, CO</i>
<i>Francis Brown</i>	<i>5 th</i>	<i>WW II</i>	<i>Baton Rouge, LA.</i>
<i>Ed Campbell</i>	<i>OE</i>	<i>Vietnam</i>	<i>Fairfield, CA.</i>
<i>John Cirilli</i>	<i>FM</i>	<i>Korea</i>	<i>Mahopac, NY.</i>
<i>Richard Crawford</i>		<i>Vietnam</i>	<i>Maryland</i>
<i>Daniel Creedon</i>	<i>C</i>	<i>Korea</i>	<i>Virginia Beach, VA.</i>
<i>Otho Eller</i>	<i>1st</i>	<i>WW II</i>	<i>Milledgeville, IL.</i>
<i>Lester Fellure</i>	<i>CR</i>	<i>WW II</i>	<i>Apple Grove, WV.</i>
<i>Kenneth Felt</i>	<i>7th</i>	<i>Korea</i>	<i>Beaufort, SC.</i>
<i>Allen Gordon</i>	<i>K</i>	<i>Korea</i>	<i>Santa FE, NM.</i>
<i>James Himes</i>	<i>K</i>	<i>Korea</i>	<i>Cooperstown, PA.</i>
<i>George W. Hopwood</i>	<i>E</i>	<i>WW II</i>	<i>Mesa, AZ.</i>
<i>Robert C. Johnson</i>	<i>E</i>	<i>WW II</i>	<i>PA.</i>
<i>Jack Kruegel Sr.</i>	<i>8th</i>	<i>WW II</i>	<i>Alton, IL.</i>
<i>Al Manning</i>	<i>M</i>	<i>Vietnam</i>	<i>Lynhurst, NJ</i>
<i>William Moore</i>	<i>S 1</i>	<i>Korea</i>	<i>Ledgard, CT.</i>
<i>John Murphy</i>	<i>6th,</i>	<i>Korea</i>	<i>Bronx, NY.</i>
<i>Barbara Murray</i>	<i>Volunteer</i>		<i>Wall Township, NJ</i>
<i>james R. O'Rouke</i>	<i>EX</i>	<i>Korea</i>	<i>Milford, PA.</i>
<i>Warren Quinn</i>	<i>1st</i>	<i>WW II</i>	<i>Cherryville, NC.</i>
<i>Anthony Sala</i>	<i>8th,</i>	<i>Korea,</i>	<i>Buena Park, CA.</i>
<i>John Samolowicz</i>	<i>R</i>	<i>WW II</i>	<i>Washington Twp., NJ.</i>
<i>Charles Sisson</i>	<i>B</i>	<i>Vietnam</i>	<i>Norfolk, VA.</i>
<i>Jimmy Soriano</i>	<i>S</i>	<i>Korea/Vietnam</i>	<i>Philadelphia, PA.</i>
<i>Arthur Spierer</i>	<i>FA</i>	<i>Korea</i>	<i>Fresno, CA.</i>
<i>Carlo Spoto</i>	<i>5th</i>	<i>WW II</i>	<i>Woodhaven, NY.</i>
<i>Norman Walters</i>	<i>M</i>	<i>Korea</i>	<i>Wilmington, NC.</i>
<i>Edgar Watts Jr.</i>	<i>FM</i>	<i>Korea</i>	<i>Vestavia, AL.</i>



