

USS New Jersey Veterans, Inc.



“THE JERSEY BOUNCE”

VOLUME XXX NO. 1

SPRING 2015

WWW.USSNEWJERSEY.ORG

President: Steve Sheehan

News Editor: Nick Rasch

USS NEW JERSEY BB-62

Honoring Those Who Served On
The Most Decorated Battleship In U.S. Naval History

WW II ★★★★★★★★

May 43 - Jun 48

KOREA ★★★★★

Nov 50 - Aug 57

VIETNAM ★★★★★

Apr 68 - Dec 69

LEBANON ★★★★★

Dec 82 - Feb 91



DEDICATED 2014 • THE USS NEW JERSEY VETERANS, INC.

Picture of the Commemorative Wall Plaque of the USS New Jersey during dedication ceremony at the U.S. Navy Memorial, in Washington, DC on December 7th, 2014.

Dedicated to all the Veterans that served on this outstanding battleship.

The dedication ceremony for the Commemorative Wall Plaque was held on December 7, 2014 at the Naval Memorial in Washington, DC. This was an outstanding event in the history of the organization and was witnessed by 29 veterans and family members. I'm proud to say that we had one WW II veteran in attendance, accompanied by his son and grandson (Marine Corp, Second Lt.). Information concerning the plaque dedication is on pages 3 through 6.

The dedication ceremony coincided with the 73rd Pearl Harbor Wreath Laying Ceremony also held at the Naval Memorial. This provided our members a great opportunity to attend the ceremony which also honored two survivors of the bombing attack. Detailed information of this event is available on page 8.

The 29th Reunion will be held at the Airport Holiday Inn, Portland, Oregon August 19 - 23, 2015. The reunion committee has been able to obtain an attractive price for the rooms at this facility. Make your reservations as soon as possible. Looking forward to seeing you there in August. Information for this event is available on pages 9 - 21.

**PEARL HARBOR MEMORIAL CEREMONY
U. S. Navy Memorial Washington DC - December 7, 2014**



Photo furnished by Jeff Malet



United States Navy Band



**USS New Jersey Representatives
Steve & Mickie Sheehan
Bob & Judy Dingman**

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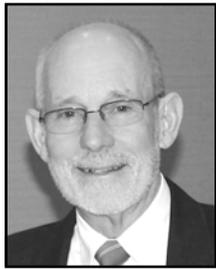
TAPS LISTING

47

NEW MEMBERS

48

OFFICERS, USS NEW JERSEY VETERANS ORGANIZATION, INC.



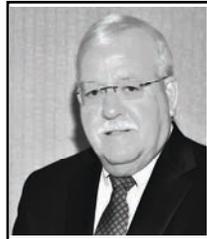
President/Director
Steve Sheehan (Mickie)
215-887-7583
stevebb62@comcast.net



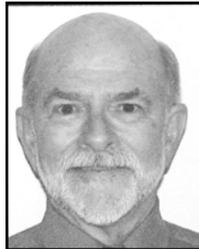
Vice President/Director
Bob Dingman (Judy)
603-455-4441
bdingman@metrocast.net



Treasurer/Director
John 'Pete' Vance (Jean)
386-736-3231
jvance916@cfk.rr.com



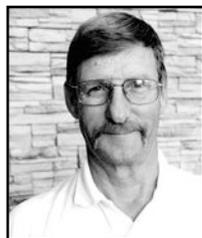
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Liaison/Director
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540-775-3050
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Web Master/Advisor
Bob Williams
603-819-9808
williams382@comcast.net



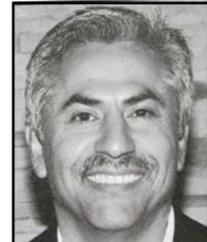
Historian/Advisor
Jason Hall
856-966-1652 Ext 201
j.hall@battleshipnewjersey.org



Seating Coord./Advisor
Bill Myers (Mary)
402-676-0082
williamjmye@msn.com

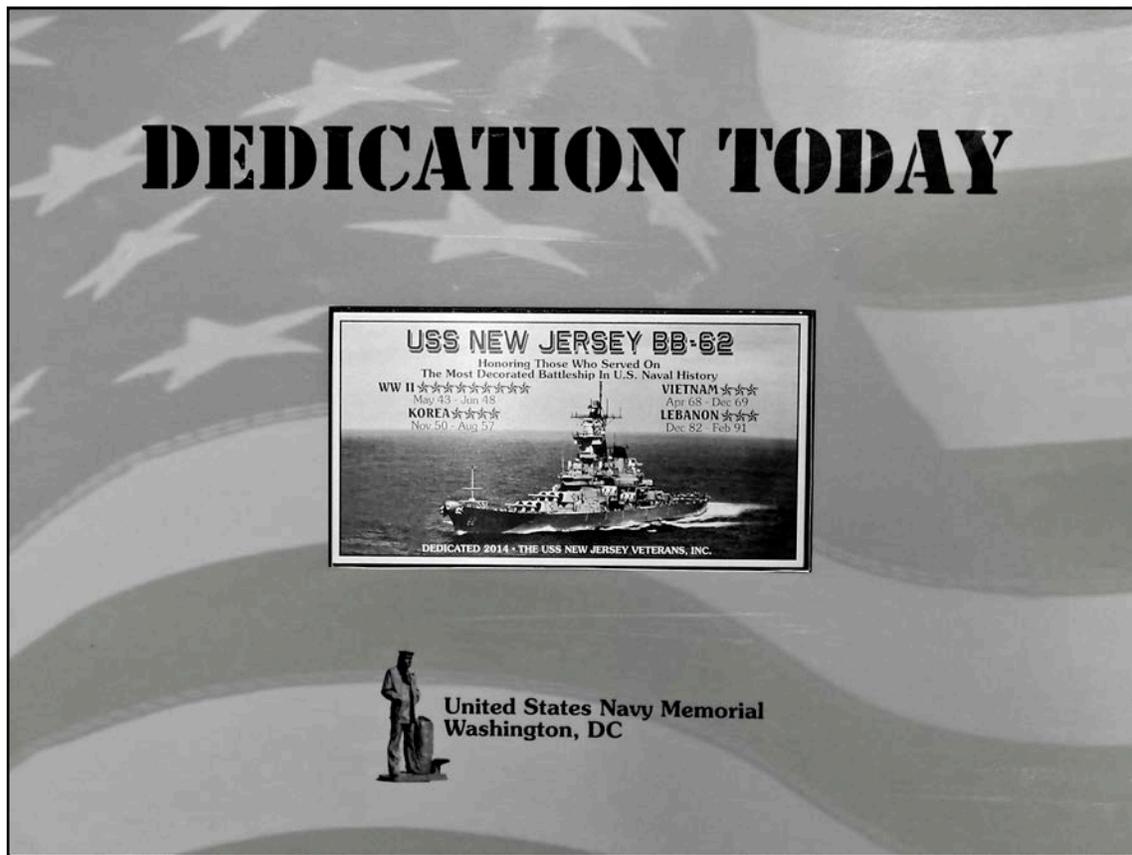


Reunion Coord./Director
Bob Dingman (Judy)
603-455-4441
bdingman@metrocast.net



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

USS New Jersey BB-62 Honorary Plaque Dedication, December 7, 2014



The USS New Jersey BB-62 plaque dedication ceremony was held at the Arleigh and Roberta Burke Theater in the United States Naval Memorial, Washington, DC on December 7, 2014.



Paul T. Haley
Director of Planned Giving

The ceremony was well attended with 29 crew and family members present. This was a giant step forward for the organization as our ship was the only Iowa class Battleship not represented in the Heritage Center at the United States Naval Memorial.

Paul T. Haley, opened the program with a brief introduction of the morning process and closed with a prayer.

He then turned the program over to President, Steve Sheehan. Steve continued the ceremony by detailing the effort exerted to make this dedication happen.



President Steve Sheehan

Steve then reiterated the process it takes to finally get a representative plaque accepted by the Navy

Memorial staff. He stated that Bob's Dingman's son Mark designed the plaque and the design was approved by our organizational members at the last reunion.

Steve introduced Commander Paul Stillwell, (USN retired) who had served on the USS New Jersey from October 1966 to October 1969 as the Operation Officer in charge of the Combat Information Center. In addition serving as a Line Officer he was the author of several books including 'Air Raid: Pearl Harbor!', 'Revolutions of a Day of Infamy', and the '*BATTLESHIP NEW JERSEY*.' This last book is a great reference that I use while drafting The Bounce.

Commander Stillwell shared several stories of the Vietnam cruise. He reiterated that once a target was assigned to the Jersey it immediately ceased to exist.



Cmdr. Paul Stillwell, USN retired

Officer. Jason provided an outstanding informal presentation of the past, present, and future of the ship. Jason's talk was accompanied with several slides delineating important events during construction and the ships early days.

Jason stated that the Vietnam Exhibit has been completed and will be available for our members to experience during the 2016 reunion (scheduled to be held at the ship).



VP Bob Dingman

The next speaker on the agenda was Jason Hall our Historian and the ship's VP, and Curatorial Affairs

Many of the Vietnam artifacts were donated by Admiral Snyder's family and will be on display.



Historian Jason Hall

Jason showed a picture of the initial christening on December 7, 1942 where Mrs. Edison smashed the champagne bottle on the bow of the ship.

Jason explained in macro terms the financial situation of the ship. How they had gone from 22 full time employees to just seven and each of these employees had to endure a 20% cut in pay. It was difficult but his love for both the ship and the job helped ease the pain.

He explained that the ship's hull (above the water line) had recently received a new coat of paint.

In addition, the ship's management is in the process of finalizing a new tour, 'STEAM TO SPEED' demonstrating how the ship generates the power to move the massive ship (57 thousand tons of steel) through the water.

Visitors will descend down to 'CENTRAL STATION' the 3rd deck and see the boilers that generate the steam, turbines that convert

the steam to mechanical energy, the transmission units that transfer that mechanical energy into a useful format to drive the propellers that drive the ship at speeds in excess of 34 knots.

The lectern was then turned over to VP Bob Dingman who explained that everyone could obtain a Plaque replica of the original plaque. The order form is available on page 7.

At the conclusion of the presentation Mr. Dingman recommended that anyone that has not been included in the Memorial's Navy Log go to the monitor and sign in.

Bob also recommended that every sailor that served on the ship sign the log. A form is included on page 8 that provides the information to remotely enroll in the Navy Log. Bob stated that the enrollment is free.

The ceremony was concluded with a free box lunch, compliments of our organization.

Congratulation to all the members of the USS New Jersey for your support and donations in obtaining this much needed plaque.

Everyone at the dedication was extremely proud to be associated with such a fine organization.



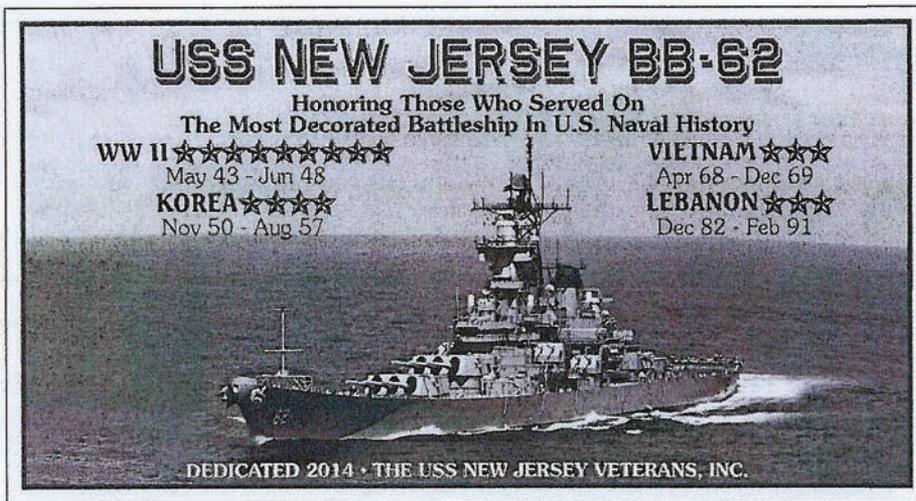
Mrs. Carolyn Edison christened the ship (December 7, 1942)



UNITED STATES NAVY MEMORIAL PLAQUE REPLICA 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

ORDER INFORMATION: Please print

Name: _____
Last First M.I.

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)

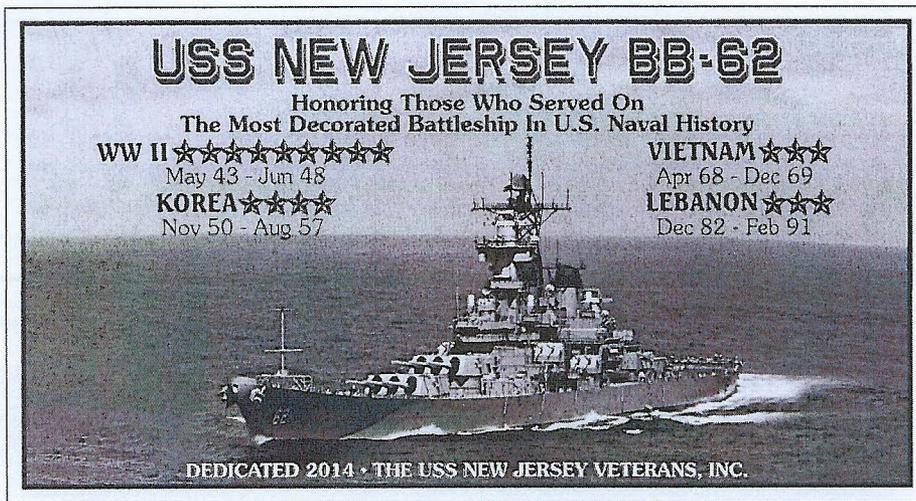
Approval: _____ date: _____
(Please sign order form)



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



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Last First M.I.

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City: _____ State _____ ZIP: _____

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

PAYMENT INFORMATION:

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

PLAQUE NAME: _____ (ship, individual or group)

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



United States Navy Memorial NAVY LOG ENROLLMENT FORM

Mail to: U.S. Navy Memorial • Attn: Navy Log Department
701 Pennsylvania Avenue, NW • Suite 123 • Washington, DC 20004-2608

Calling all U.S. Sea Service Shipmates!

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 DD214.

USE SEPARATE SHEET IF NECESSARY

My photo enclosed

Place taken _____

Date _____

GEORGE HERBERT WALKER BUSH



Rate / Rank
LTJG

Service Branch
USNR

Service Dates
8/1942 - 8/1945

Born
8/12/1924
MILTON, MA

WOLD-CHAMBERLAIN FIELD, MN 1943

SIGNIFICANT DUTY STATIONS

- CARRIER AIRCRAFT SERVICE UNIT 21
- TORPEDO SQUADRON 51 (NAVAL AVIATOR)
- NAS NORFOLK, VA (U.S. ATLANTIC FLEET)
- TORPEDO SQUADRON 97
- TORPEDO SQUADRON 163 (NAVAL AVIATOR)

SIGNIFICANT AWARDS

- DISTINGUISHED FLYING CROSS
- AIR MEDAL W/2 GOLD STARS
- PRESIDENTIAL UNIT CITATION AWARDED USS GAN JAGINTO (GVL-30)
- ASIATIC PACIFIC CAMPAIGN MFDAL W/3 STARS
- WORLD WAR II VICTORY & AMERICAN CAMPAIGN MEDALS

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: (_____) _____



United States Navy Memorial NAVY LOG ENROLLMENT FORM

Mail to: U.S. Navy Memorial • Attn: Navy Log Department
701 Pennsylvania Avenue, NW • Suite 123 • Washington, DC 20004-2608

Calling all U.S. Sea Service Shipmates!

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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 _____

GEORGE HERBERT WALKER BUSH



Rate / Rank
LTJG
Service Branch
USNR
Service Dates
8/1942 - 8/1945
Born
8/12/1924
MILTON, MA

WOLD-CHAMBERLAIN FIELD, MN 1943

SIGNIFICANT DUTY STATIONS

- CARRIER AIRCRAFT SERVICE UNIT 21
- TORPEDO SQUADRON 51 (NAVAL AVIATOR)
- NAS NORFOLK, VA (U.S. ATLANTIC FLEET)
- TORPEDO SQUADRON 97
- TORPEDO SQUADRON 163 (NAVAL AVIATOR)

SIGNIFICANT AWARDS

- DISTINGUISHED FLYING CROSS
- AIR MEDAL W/2 GOLD STARS
- PRESIDENTIAL UNIT CITATION AWARDED USS SAN JACINTO (CVL-30)
- ASIATIC PACIFIC CAMPAIGN MEDAL W/3 STARS
- WORLD WAR II VICTORY & AMERICAN CAMPAIGN MEDALS

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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: (_____) _____

REMEMBERING PEARL HARBOR (Navy Memorial 2014)



Two survivors (Sargent Major, Oliver Grarslet seated and Navy Chief Frank Yanick Sr.) attend the 73rd anniversary of the attack at the wreath laying ceremony at the Naval Memorial in Washington DC. Greeted by the Admiral and Keynote Speaker Paul Stillwell



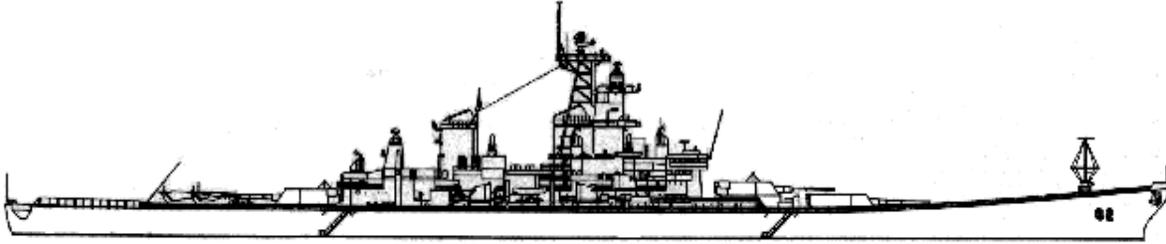
Navy Honor Guard
at the Ceremony



President S. Sheehan and wife Mickie
Vice President B. Dingman and wife Judy



Future Admirals ?



USS NEW JERSEY VETERANS, INC.

29th ANNUAL REUNION

WHERE: Holiday Inn Portland Airport (I-205)
8439 NE Columbia Blvd
Portland, OR 97220

WHEN: August 19 through 23, 2015

RESERVATIONS: 1-855-642-6271 (Holiday Inn Reservations, toll free)
1-503-256-5000 (Hotel Direct Reservations)
Mention the: USS NEW JERSEY REUNION

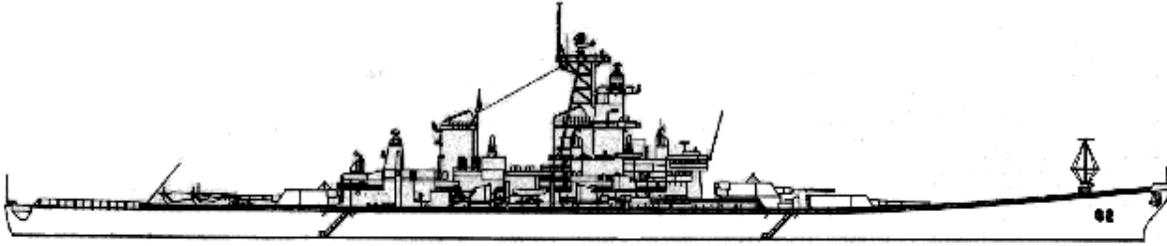
Online reservations can be made at the
Holiday Inn Portland Airport (I-205) website
In the Group Code box, enter text: **USS**

Special group rates are available for reservations between August 16 thru 28, 2015
Handicapped rooms are available
Parking is free.
Reservations received after July 18, 2015, may not qualify for
the group rate.
Cancellation Policy requires notification 72 hours prior to scheduled
arrival

COST: **Guestrooms (one King/two Double) \$99.00 plus tax**
 Junior or Executive Suite \$139.00 plus tax

Check In Time: 3:00 PM
Check Out Time: 12:00PM

For those who stay at the Holiday Inn
the room rate includes breakfast coupons



USS NEW JERSEY VETERANS, INC.

29th Annual Reunion – Portland, OR

August 19 – 23, 2015

Ground Transportation from/to Portland International Airport

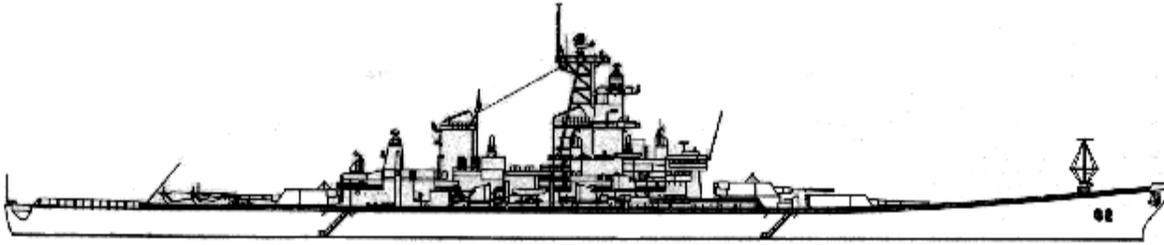
Upon arrival at the Portland International Airport, proceed to baggage claim. After you have picked up your bags, call the hotel direct at 503-256-5000, press O, and asked to be picked up. Follow the signs for group transportation, and proceed to Island 2. Wait for the **Holiday Inn Portland Airport Shuttle**.

Make sure you do not board the Holiday Inn Express Shuttle by mistake.

Due to the variation in airline arrivals times there might be a wait. There is no cost for this transportation. Please check with hotel front desk to schedule a shuttle for your departure return to the airport.



**Honor Guard at the 'Remembering Pearl Harbor Day'
Naval Memorial, Washington, DC - December 7, 2014**



USS NEW JERSEY VETERANS, INC.

INFORMATION FOR SEATING

PLEASE COMPLY WITH THE FOLLOWING INSTRUCTIONS:

1. Paid meal reservations must be made prior to requesting group seating.
2. Banquet seating requests will be accepted between June 1 and July 20, 2015.

NOTE: Anyone requesting handicapped seating must notify the Seating Chairman prior to July 20, 2015

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.

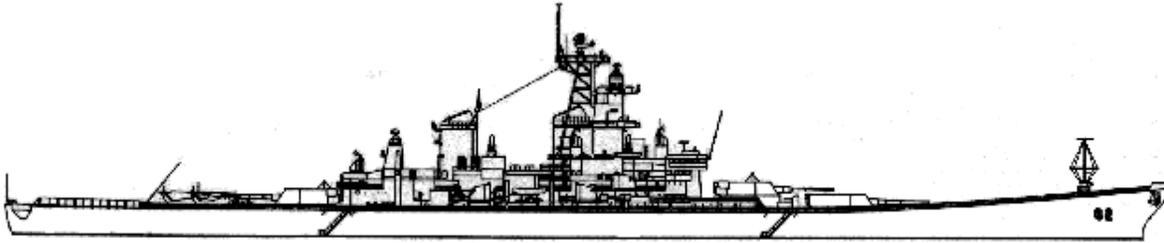
4. Seating requests can be made through E-Mail, telephone, or letter.

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, if your request is received after the deadline we cannot guarantee you will be seated where you requested or even with your era.

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



USS NEW JERSEY VETERANS, INC.

PLAN OF THE WEEK

Wednesday, August 19, 2015

Check in day – Holiday Inn Portland Airport

- 0900 Registration, Hospitality Room, Small Stores mail order table opens (Mt. Bachelor Rm.)
- 1400 Board of Directors Meeting (Mt. Hood Room)
- 1630 Registration, Hospitality Room, Small Stores mail order table closes
- 1900 Welcome Aboard Reception Dinner (Latourell-Multnomah Rooms)

Thursday, August 20, 2015

- 0900 Registration, Hospitality Room, Small Stores mail order table opens (Mt. Bachelor Rm.)
- 0930 Tour – Columbia Gorge Highlights Adventure Departs
- 1630 Registration, Small Store mail order table closes
- 2300 Hospitality Room closes

Friday, August 21, 2015

- 0930 Memorial Service Commences (Bridal Veil Room)
- 1130 Registration, Hospitality Room, Small Stores mail order table opens (Mt. Bachelor Rm.)
- 1130 Tour – City of Roses Adventure Departs
- 1600 Small Stores mail order table closes
- 2300 Hospitality Room closes

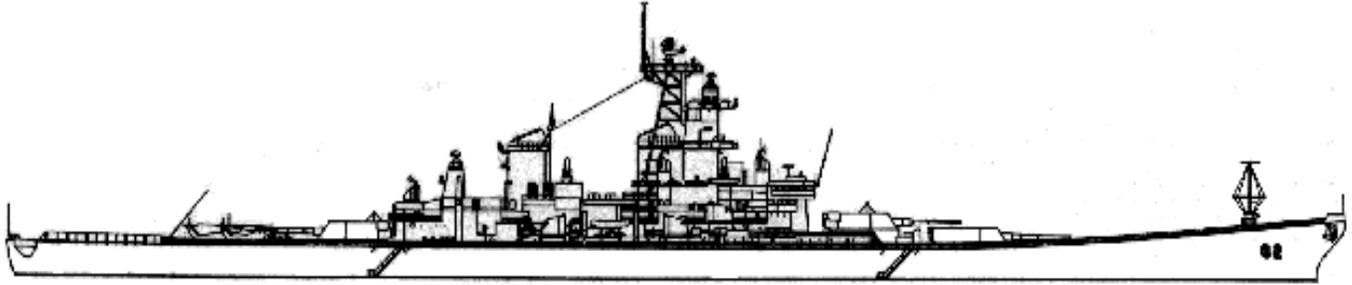
Saturday, August 22, 2015

- 1000 General Membership Business Meeting (Bridal Veil Room)
- 1200 Hospitality Room, Small Stores mail order table opens (Mt. Bachelor Rm.)
- 1500 Hospitality Room, Small Stores mail order table closes
- 1700-1900 Individual and Group pictures (Atrium)
- 1830 Doors open
- 1900 Dinner Dance Banquet (Latourell-Multnomah Rooms)

Sunday, August 23, 2015

- 1200 Hotel checkout time

HAVE A SAFE TRIP HOME & SEE YOU NEXT YEAR IN THE PHILADELPHIA AREA



USS NEW JERSEY VETERANS, INC.

WELCOME ABOARD RECEPTION

Wednesday, August 19, 2015

1830 Doors Open
1900 Serving Starts

Cash Bar

Menu

Salad

Garden Salad

(Tender Baby Lettuces with sliced cucumbers and cherry tomatoes, choice of dressing)

Fresh Baked Rolls and Butter

Entrée Choices

Pan Seared Pacific NW Salmon

(with Lemon-Dill Beurre Sauce, Seasonal Vegetables, Garlic mashed Potatoes)

Chicken Breast Marsala

(Layered with Sautéed Mushrooms and Marsala Wine,
Creamy Herb Risotto and Fresh Seasonal Vegetables)

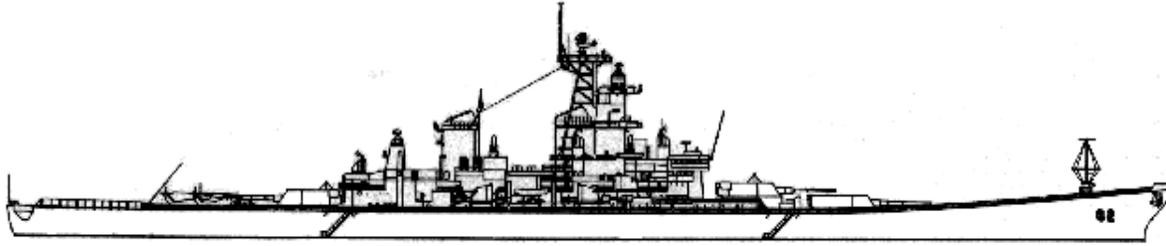
Caraway Crusted Pork Chop

(with German Style Red Cabbage (Blaukraut), Mashed Potatoes and Apple Cider Reduction)

Dessert

Chef's Choice

Ice Tea, Water, Regular and Decaffeinated Coffee and Tea



USS NEW JERSEY VETERANS, INC.

THURSDAY, AUGUST 20, 2015



GORGE HIGHLIGHTS ADVENTURE

9:30 a.m.– 3:30 p.m.

Experience the grandeur of the Columbia River Gorge, and discover the ecology and history of one of the world's most magnificent landscapes as we travel along the Old Columbia River Gorge Highway. This popular roadway will engage you with it's commanding views, compelling vistas from **WOMEN'S FORUM** and **VISTA HOUSE**, hanging valleys, terraced cliffs, fantastic rock pinnacles, and enchanting waterfalls. Feast your eyes on **LATOURELLE FALLS** and **WAHKEENA FALLS**, a Yakima Indian word meaning "most beautiful." Stop at **MULTNOMAH FALLS**, the most spectacular of the waterfalls, and fourth highest in the United States plummeting 620'. Lunch is included at the Multnomah Falls Lodge. Explore the falls, visiting the gift shop, interpretive center, and take a short walk up the paved trail to the Simon Benson Bridge or just stand at the base of the falls and revel in their splendor. Then continue past **HORSETAIL FALLS** and gaze up at 176' waterfall before continuing to **BONNEVILLE DAM**. Bonneville Dam is one of the first of eight federal locks and dams on the Columbia and Snake Rivers, which produces "over one million kilowatts, enough to supply power needs of nearly 500,000 homes a year." View fish migrating through underwater fishways, and learn about the Dam's operations, navigational history and fish migration through the numerous educational exhibits and shop in the gift shop. Then Enjoy the ride back to town along the mighty Columbia River ...all on the **GORGE HIGHLIGHT'S ADVENTURE**. Donations at participant's own discretion welcome at Bonneville Dam.

Lunch is included in the cost of this tour. Lunch will be your choice of one of four sandwiches and one of three sides.

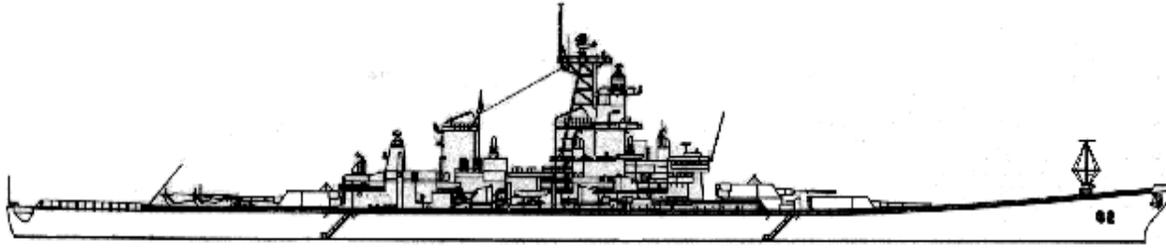
The sandwich choices – pick one on your events registration form:

<u>Falls Burger;</u>	Oregon grass fed beef on a cornmeal Kaiser roll with mayonnaise. Lettuce, tomato, onion and pickle on the side
<u>Reuben;</u>	Corned beef, Swiss cheese and sauerkraut on marbled rye with a side of pub sauce
<u>Chicken Salad Sandwich;</u>	with toasted almonds, golden raisins and mayonnaise
<u>Smoked Turkey sandwich;</u>	with Washington grown cranberry sauce, cream cheese and arugula

Sides – pick one on your events registration form: French fries, potato salad, or coleslaw

Dessert: Mixed berry crisp

Non-Alcoholic beverage included



USS NEW JERSEY VETERANS, INC.



FRIDAY, AUGUST 21, 2015

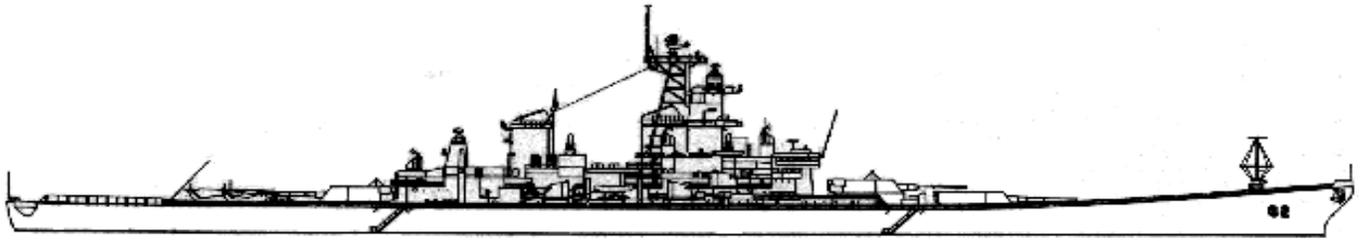
CITY OF ROSES ADVENTURE

11:30 a.m.– 4:30 p.m.

Portland is an intimate city with short blocks, elegant parks, bridges, artwork, numerous fountains and intriguing architecture. Our first stop will be to allow you to get lunch **“on your own”** at one of the many restaurants in the **RIVERPLACE MARINA**. After lunch we will depart and our tour guide will share the history and point out the sites of the city as we drive along Tom McCall Waterfront Park, past the **BATTLESHIP OREGON MEMORIAL** on the Willamette River; through Historic Districts; and City Center. View the Forecourt Fountain; Pioneer Courthouse Square, and get a glimpse of Portland’s Cultural District, which houses the Oregon Historical Society, Portland Art Museum, and Portland Center for the Performing Arts.

From downtown we’ll continue our tour, traveling above the city into Washington Park. There we’ll visit the beautiful 4 1/2 acre **INTERNATIONAL ROSE TEST GARDEN**, which was established in 1917 and is recognized as the oldest public rose test garden in the United States. We’ll stop and smell the roses and feast your eyes on a sea of color from the over 10,000 roses and 600 varieties and visit the gift shop. The final stop is **PITTOCK MANSION**, located 1,000 feet above the city. The mansion which was once the home of pioneers Henry and Georgiana Pittock, who's empire included real estate, banking, railroads, steamboats, sheep ranching silver mining and pulp and paper, was completed in 1914.

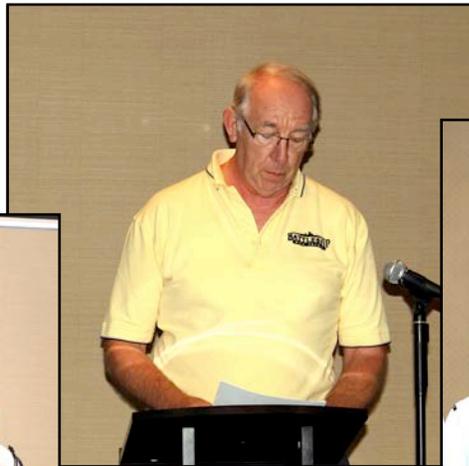
Please note, Lunch is not included in the cost of this tour.



Memorial Service Will Be Held in the Bridal Veil Room at 0930 Friday August the 21st

Vice-President Bob Dingman will conduct a Memorial Service in the Bridal Veil Room, commencing at 0930.

The City of Roses Adventure Tour will immediately follow the Memorial Service commencing at 1100.



USS NEW JERSEY VETERANS, INC.

**29th Annual Reunion Events Reservation Form
(Refer to the Plan of the Week for event start times)**

Wednesday, August 19, 2015

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

Chicken____ Pork Chop____ Salmon____

Thursday, August 20, 2015

Columbia Gorge Adventure Tour _____ People @ \$53.00/person \$ _____
(cost includes lunch at Multnomah Falls Lodge)

Sandwich: Burger____ Ruben____ Chicken Salad____ Turkey____
Side: French Fries____ Potato Salad____ Coleslaw____

Friday, August 21, 2015

City of Roses Adventure Tour _____ People @ \$39.00/person \$ _____

Saturday, August 22, 2015

Banquet Dinner _____ People @ \$47.00/person \$ _____

Chicken____ Filet Mignon____ Salmon____

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 _____

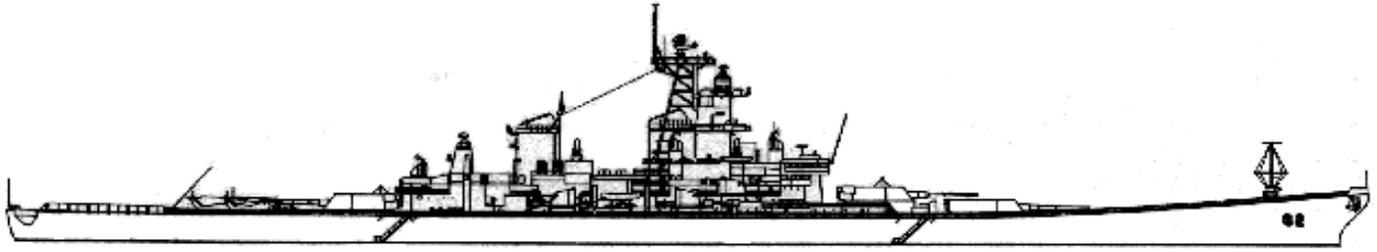
E-MAIL: _____ PHONE # _____

EMERGENCY CONTACT: _____ PHONE # _____

MAIL THIS COMPLETED FORM, INCLUDING CHECK, BY JUNE 27, 2015, TO:

USS New Jersey Veterans, Inc.
c/o Mr. Phillip Tasker, Treasurer
470 Greystone Court SW
Vero Beach, FL 32968

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



Information on Transportation and Shopping in Portland, Oregon

First of all, there is NO sales tax in Oregon

FREE Hotel Shuttle

Our hotel offers a **free shuttle** to and from the Portland Airport and the Cascade Station Shopping Center, both of which are only minutes away from the hotel.

Cascade Station Shopping Center

Cascade Station is a vibrant, mixed-use development at the “gateway” to Portland International Airport. The 800,000 square foot retail center, located next to Oregon’s only *IKEA* store, features 42 retailers and restaurants such as *Banana Republic*, *Buffalo Wild Wings*, *Famous Dave’s BBQ*, *Bath & Body Works*, *Best Buy*, *DSW*, *Golfsmith*, *IHOP Restaurant*, *Kay Jewelers*, *Marshalls*, *Ross Dress for Less*, *Maurices*, and the only *YoCream* and *Carhartt Store* in the nation.

Public Transportation

MAX, the name of the light rail system in Portland, has two stations near our hotel. The hotel offers a free shuttle to and from both of these stations. One station is at the airport and the other is at the Cascade Station Shopping Center. MAX runs every 15 minutes or better most of the day. Service is less frequent in the early morning and late evening. MAX is designed for easy access by all ages. There are seating areas in each car that are reserved for seniors. The cost to travel on MAX is very reasonable.

	2-Hour Ticket		1-Day Pass		7-Day Pass
	1 Ticket	Book of 10	1 Pass	Book of 5	
Adult 18-64	\$2.50	\$25	\$5	\$25	\$26
Honored Citizen, 65+, Medicare or disability	\$1	\$10	\$2	\$10	\$7
Youth 7-17	\$1.25	\$12.50	\$2.50	\$12.50	\$7.50
LIFT Paratransit	\$2.50	\$25	—	—	—

As you see from the chart, a 65 year old senior can buy a 1 day pass, that’s good all day, for only \$2.00 or a 7-day pass that can be used all day for 7 days, for just \$7.00. Steve and I stayed at hotels near the airport and we rode on MAX to downtown to see how it was. We found it very easy to get to, via the hotel shuttle and a pleasure to ride. There is a lot of information on the MAX website, if you, or a friend, have access to the internet.

There is also the **Portland Streetcar** System that travels around Portland, once you get to the downtown area. The pass you buy for MAX is good for riding any Portland Streetcar. There is no need to purchase a separate ticket.

As in many major cities, Portland has a “hop-on, hop-off” trolley system. The “trolley system” is not the same as the “streetcar system”. It’s more expensive, (\$32 for one day/\$39 for two days) but a ticket is good all day and its route takes

you to most major attractions around the city. There are 12 stops on the route. It starts at Pioneer Park in downtown. The stops are South Park, Washington Park, Oregon Zoo, 23rd Ave. Shopping District, Pearl District/NW 13th Ave/Powell's Books, Chinese Garden, Old Town, Riverplace, Oregon Museum of Science and Industry and Lowndale Square. You can get on and off as much as you wish.

Shopping in Portland

Portland has excellent shopping. Cascade Station is near our hotel. Downtown Portland has many major retailers such as Nordstrom, Macy, and Mario's. Pioneer Place is a downtown mall full of major national and international retailers. The West End is boutiques and specialty shops. The Lloyd Center is the largest mall in the state with nearly 200 stores and can be easily accessed from downtown via MAX light rail.

The city of Portland has a visitor's bureau at TravelPortland.com. Their website has a wealth of information on everything I've written about and much, much more. If you do not have internet access, you can contact the travel bureau at their toll-free number 1-877-678-5263 or you can mail them a note and request a copy of the Travel Portland magazine.

Travel Portland
1000 S. W. Broadway, Suite 2300
Portland, OR 97205

If you take some time before you arrive in Portland to research the online information about the city, shopping, sightseeing, dining and transportation, you'll find many options available and maximize your time in the city.



Max Transportation System



Portland Streetcar System

LAN SU CHINESE GARDEN AND PORTLAND JAPANESE GARDEN

Lan Su Chinese Garden

A year-round wonder. The Lan Su Chinese Garden is an authentic Ming Dynasty style wonder. The garden takes up an entire block in the city's historic Chinatown district. Since the garden opened in 1900 its walkways, bridges, open colonnades, pavilions and richly planted landscape frame the man-made Zither Lake have created an urban oasis of beauty and harmony.

In the summertime, the Tuesdays by Twilight concert series brings a variety of music to the gorgeous garden. Running over five consecutive Tuesdays, the open-air performances include a range of styles, from authentic Chinese music and dance, to jazz, tango and even African pop. The event is held after the garden closes for the evening, and beer, wine and box dinners from some of the city's best Asian restaurants are available, served lakeside in the garden's pristine setting.

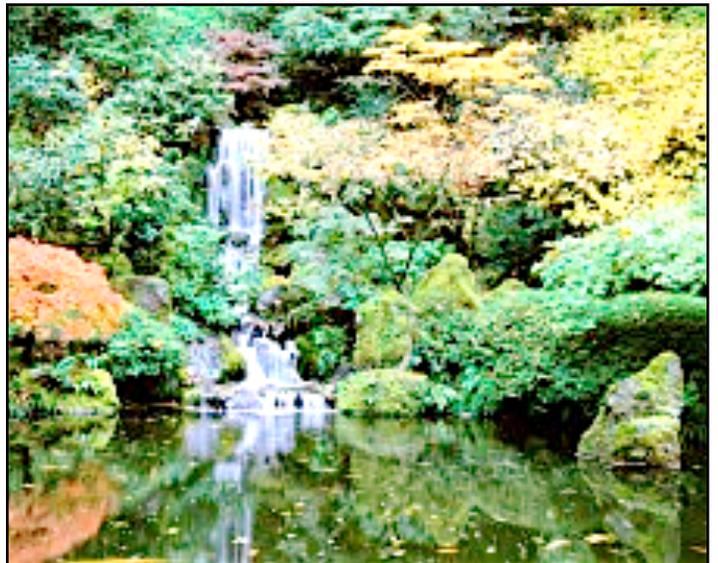


Lan Su Chinese Garden

Portland Japanese Garden

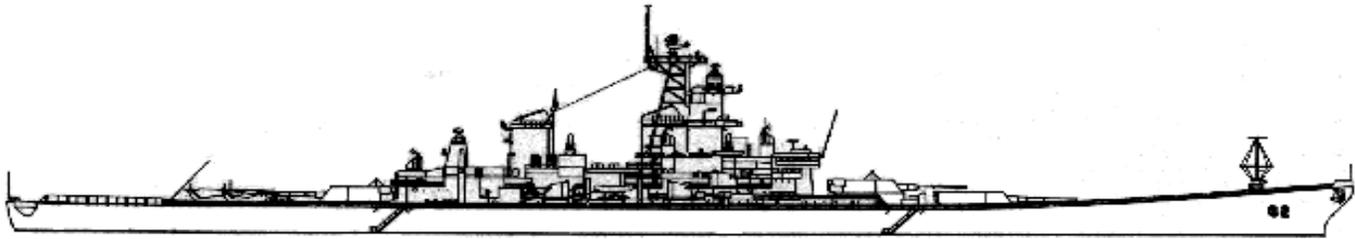
Tucked into the scenic West Hills of Portland, above Washington Park and near the International Rose Test Garden, the [Portland Japanese Garden](#) is a haven of meticulously maintained, tranquil beauty. Proclaimed one of the most authentic Japanese gardens outside of Japan, the 5.5-acre space includes an authentic Japanese tea house, meandering streams, intimate walkways and an unsurpassed view of Mount Hood.

Founded in 1963 as a symbol of healing between the World War II adversaries, the grounds feature five separate garden styles, working in harmony to create a sense of peace. The lush Tea Garden is focused on a stone walking path designed to help visitors shed the concerns of the outside world. The Strolling Pond Garden would be a display of wealth in Japan, but in this case reflects the rich landscape, with a bridge zigzagging through beds of iris by a waterfall. The Natural Garden is full of leafy trees and plants, deliberately placed to show off their changes through the seasons. Designed before Zen Buddhism became popular in the U.S., the Sand and Stone Garden uses the elements as focal points for quiet contemplation. And the Flat Garden, which can be best enjoyed from the garden's pavillion, is reminiscent of a landscape portrait, combining various elements into a serene, four-season tableau.



Portland Japanese Garden

To refresh your memory, Oregon is the only state that was bombed by the Japanese during WW II (reference The Jersey Bounce Volume XXIX No. 1, Spring Issue).



MESSAGE FROM THE PRESIDENT

USS New Jersey Family

It is hard to believe I am halfway through my term as President, with two reunions passed and two to come. Serving in the office of President has been enjoyable for the most part, more positive experiences than negative. Some of the job is ceremonial: being the face behind the podium for the meetings, welcoming attendees to parties and dinners and being the spokesman for the organization at various functions. Some of the job is organizational: planning, scheduling, preparing agendas. In many ways it is like most jobs with high points and low points but I have to say I have enjoyed the past two years and look forward to the next two.

When a situation arises that is beyond the scope of one person we have a good group of officers assembled to help with any decisions that must be made. It helps immensely to have people that enjoy working together to get things done. I learned a long time ago that getting the proper help and advice makes things much easier, and between my wife and my Vice President I get all I need.

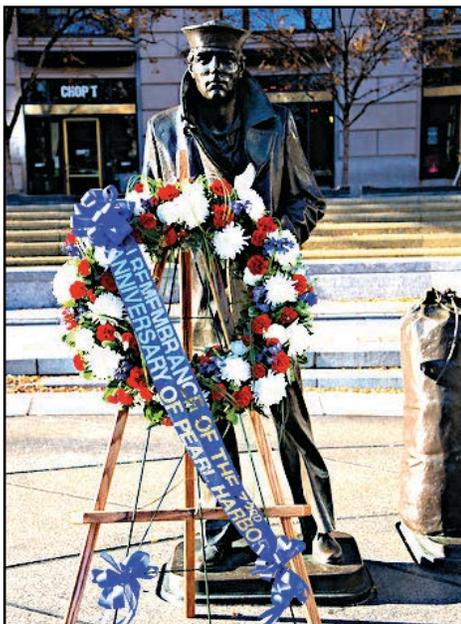
One of the most pleasant parts of the position is being in touch with our membership. After four years as Membership Chairman and the past two as President I have spoken with many of our members from all eras and divisions both at reunions and over the phone. Being able to help a member with a problem gives all our officers a wonderful feeling, so do not hesitate to call.

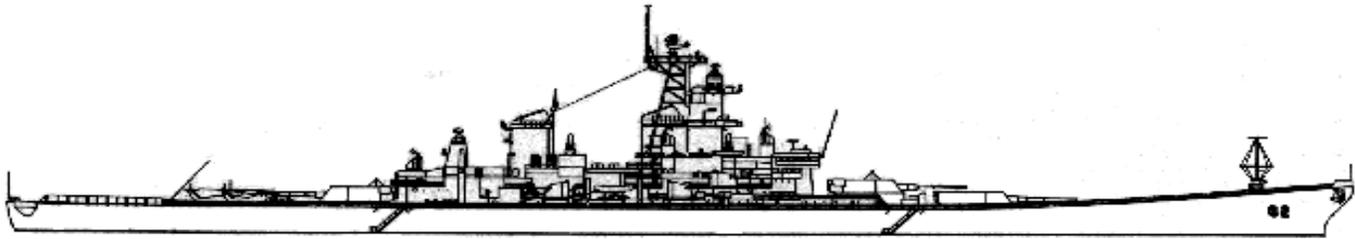
Before I close I want to encourage everyone to fill out the reservation form for the reunion in August which will be held in Portland Oregon. The organization is going to the West Coast for the first time since San Diego in 2007. We hope to see many of our members who had problems getting to our East Coast reunions. VP Bob Dingman has done much research and we have selected an excellent hotel and arranged for several tours.

Historically, the best part of all reunions is seeing old friends and making new ones so I hope to see you there.

Steve Sheehan

President





MESSAGE FROM THE VICE-PRESIDENT

GREETINGS TO ALL

I hope everyone had a Merry Christmas and you're looking forward to a wonderful 2015. I sit here in New Hampshire tonight, January 21st, the night after one of the biggest winter storms has rolled across the country and up the east coast, thinking of summer and our reunion in August. This summer the headlines in the Portland, Oregon newspaper should read

“BATTLESHIP NEW JERSEY RETURNING TO PORTLAND”

Well, maybe not the ship herself, but the crew. The USS New Jersey visited Portland in June of 1990, as part of the Naval Fleet attending the Portland Rose Festival. She was one of the largest and most popular navy ships to ever attend the festival.

Planning for the 2015 Reunion in Portland, Oregon is almost 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. Last year we had a few members comment about feeling isolated when we hold our reunion at a hotel that does not offer easy access to shopping and restaurants.

I have tried to address these concerns as best we can. Along with the usual reunion information in this issue, I have included a page that specifically addresses getting around Portland, via their public transportation systems. This year we will also be offering two tours, one on Thursday and one on Friday.

Information is in this issue, along with everything else you'll need.

If you are planning on attending the Portland 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 on the west coast will be helpful for those who have not been able to attend due to travel restraints.

I would like to personally thank all of our members who donated to the USS New Jersey Plaque for the US Navy Memorial. It was truly a group effort to place this plaque on the Commemorative Wall. I truly hope that many of you and your families will be able to visit the Memorial in Washington and see your plaque in person.

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

Sincerely,

Vice President

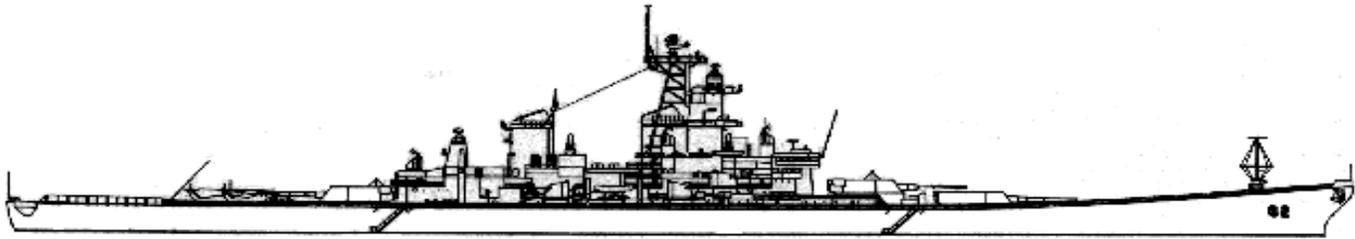
Bob Dingman, EM2, Vietnam



NEVER FORGOTTEN

This Plaque Will Be Installed On The Battleship In Recognition Of All The Military Members That Have Never Returned From Combat.

They were Either Prisoners Of War Or Missing In Action



MESSAGE FROM THE SECRETARY

For this issue of the Bounce the editor asked the officers to write about their responsibilities and give some flavor as to how they have grown into and enhanced the position.

I just assumed the Secretary's position in St. Louis and it basically involves keeping the minutes of the annual business meeting (which I did) and any Board of Director or Executive Committee meeting (none of which have been convened as yet subsequent to my election). Thus, I am still growing into the position and looking for enhancement opportunities.

The thing that excites me most about the position is the ability to network with more of the USS New Jersey Veterans membership. The highlight of these reunions for me has always been to hang out with my old shipmates but now I will have the

opportunity to directly interact with members of other eras and divisions. That, of course, means I need to get more involved in the organizational affairs of the group, which I look forward to pursuing.

Helen and I are really excited about the Portland reunion this August. I was a member of the Bremerton decommissioning crew in 1969. A shipmate and I took a weekend trip to Portland back then and it seemed a rather sleepy mid-sized city during our visit. I think about a million people lived in the metropolitan area then and now the population is well over twice that number. On the Internet it seems to be a very vibrant community and we look forward to exploring the environs.

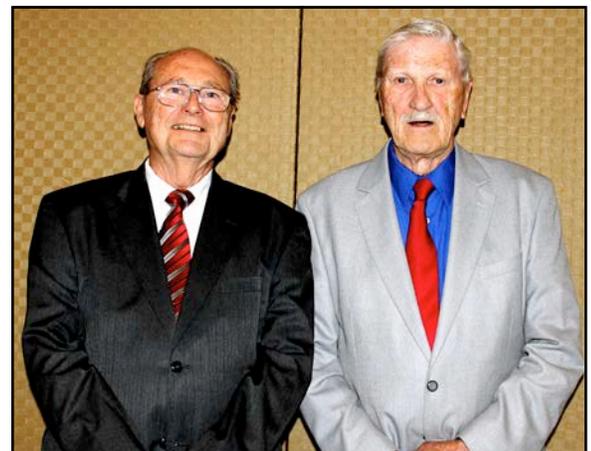
While the area surrounding Portland was inhabited for hundreds of years by several groups of Native Americans, the city itself was

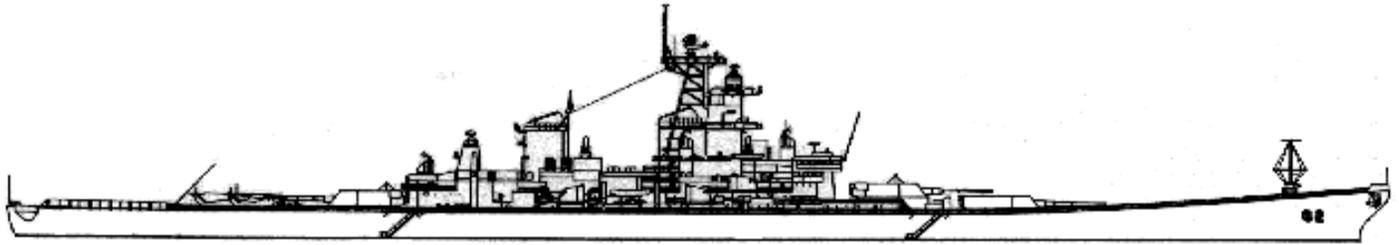
established around 1845. As befitting a Navy reunion site, the name was chosen as investors "flipped coins" to determine who got naming rights (one was from Portland, Maine and the other was from Boston, Massachusetts). Reminds me of the old nightly poker games at sea in the ET shop on the New Jersey although I never got to name a city when I won and I just got to forfeit a chunk of my paycheck when I lost. Anyway, the coin is called the "Portland Penny" and is on display in a museum in the area.

We look forward to seeing everyone in the City of Roses!!!

Phil Tasker

Secretary





MESSAGE FROM THE LIAISON DIRECTOR

Shipmates,

Here is some information that might well be useful to some of us. To others it might be good to know just it in case the need arises.

Most Official Military Personnel Files at the National Personnel Records Center (NPRC) prior to 1992 contain both personnel and **active duty health records**. Health records cover outpatient, dental, and mental health treatment which a former member received while in the military service. Health records documents include induction and separation physical examinations, and routine medical care (doctor/dental visits, lab tests, etc.) when the patient was not admitted to a hospital.

In comparison, clinical (hospital inpatient) records are NOT filed with the health records but are generally retired to NPRC (MPR) by the hospital or facility which created them. Other medical records which would not be included are: Department of Veterans Affairs (VA) records, or records for service after 1992.

The practice of filing health records with the personnel record portion has been discontinued. In 1992, the Army began retiring most of its former members' health records to the Department of Veterans Affairs (VA). The other services made this change in subsequent years.

Another little suggestion is to apply for your Veteran's Medical Benefits even if you do not intend to use them or maybe use them at a later

date. You need to fill out the paperwork and have it APPROVED before you can start using your benefit. In my personal situation, I am covered through my wife's health care policy and Medicare. However, in this day and age of disappearing benefits, it's always nice to have an ace up your sleeve.

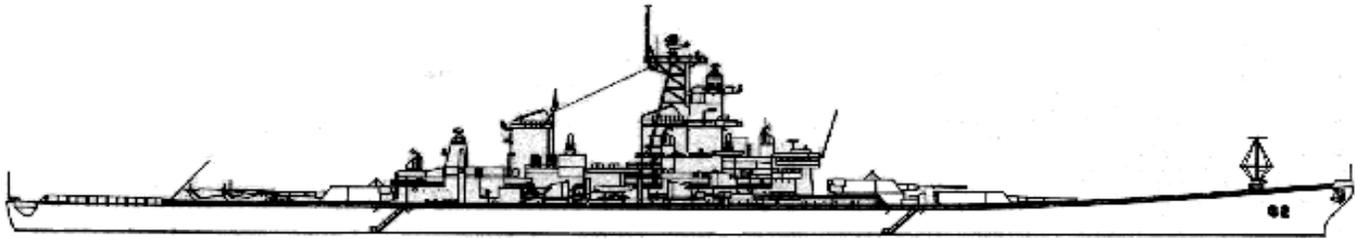
The VA did cover my hearing devises, without question because I was in a combat zone, at no cost to me. If I had to pick-up the tab with my other personal insurance, the cost before any kind of co-pay would have been \$6000.00.

So, as I stated, get you medical benefits approved now. Hey! You never know what's down the road.

See you all in Portland!

Bill Meredith





MESSAGE FROM THE MEMBERSHIP CHAIRMAN

HI SHIPMATES:

I hope that all of you had a pleasant winter and are enjoying spring now.

Be there or be square.

We have had a few new members since the Fall bounce came out. There are five so far.

Thank God very few have passed on!

I have changed my Email address to one that I hope will be easier for everyone. My new Email address is: gblaylockbb62@gamil.com.

Please contact me if I can be of any assistance to you, either by Email or by phone. Phone # 423-710-3838 or Cell 931-797-3744.

I have been ask to write a description of what my job is, so here it is.

I guess the main thing I do is to keep the active roster updated and secure.

When you send your dues to me, I post them on the roster and check for any changes to your address, phone number or Email address. The dues are sent on to our Treasurer.

I get requests from shipmates for all kinds of information and I get little notes from a few telling me of their experiences. I have spent many hours talking with shipmates about their adventures on our ship. I love hearing from you!

We also have a new member roster an a new deceased roster that is changed after each Bounce comes out.

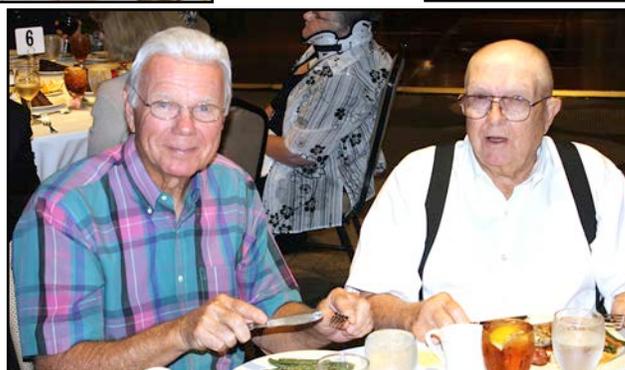
Whenever we get a new member or notice of a shipmate passing on, I notify all the officers and I update the roster.

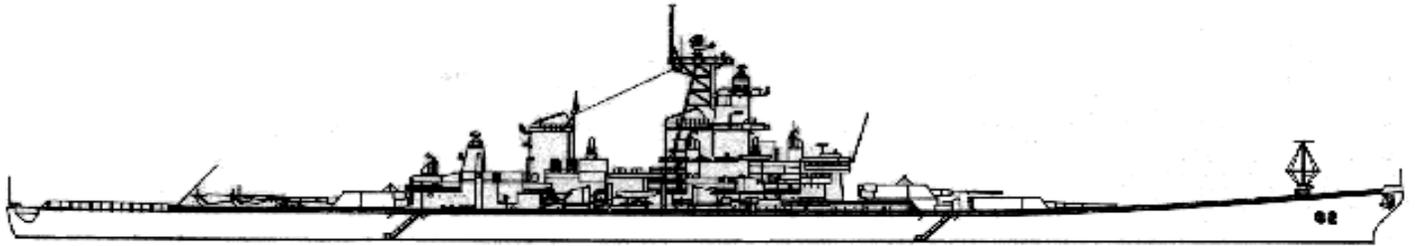
When dues start coming in, I get really busy, opening all the envelopes and entering the information for each member. This is a slow process, but I get through it and than I have a beer!

Hope to see all of you as possible in Portland!!

Garry Blaylock

Membership Chairman





MESSAGE FROM THE NEWS EDITOR

I joined the organization in 2004 and attended the reunion held in Washington, DC. I remember Admiral Snyder giving the keynote speech and the outstanding riverboat dinner dance on the Potomac River.

Fortunately Sylvia and I have been able to attend every reunion since joining in 2004.

At the 2005 reunion in Valley Forge my party had a problem when we arrived at the banquet. The reunion contractor informed us that we had departed the reunion and there was no available seating. Fortunately, one of the members had seats available at his table and ask us to join them.

At the business meeting the next morning I displayed my displeasure. President, Mike Prime assigned me to be the Seating Coordinator for the next reunion. Fortunately for everyone the contract reunion coordination company was dismissed.

Sylvia and I were able to attend the next reunion at San Antonio, Texas and enjoyed the entire reunion without having to worry about seating.

When Dick Esser resigned as reunion coordinator at the San Diego, California reunion Mike Prime assigned both Joe DeMaria and myself to coordinate the Cherry Hill Reunion in 2008.

At this reunion I was elected to be the News Editor. This was/is the only position in the organization that I wanted, but had no idea what it entailed. I felt confident that I had the skills and background to do an adequate job.

Very quickly I learned that this was a very labor intensive position with

very little outside inputs, no direction, and very little positive support. Unfortunately, with any position there are always unsolicited negative inputs which have to be addressed.

Slowly I developed a process that I thought/hoped would be beneficial to all the members and hopefully have them looking forward to the next issue of the *Bounce*.

With each issue I worked closely with the publisher in trying to develop a more comprehensive, attractive, informative, and useful publication.

In an effort to conserve valuable resources the Membership Chairman and I have coalesced our efforts to have the member renew their membership without sending out separate invoices. The first attempt was unsuccessful but the second procedure showed improvement.

This will be my 14th issue of the *Bounce* and I hope that you have observed improvements and looking forward to receiving the next issue.

With the addition of Jason Hall as Historian it helped to solidify relations with the management of the ship.

President, Steve Sheehan and Phil Rowan, CEO have been very successful in bringing both organizations closer together. We now have a cohesive working relationship with the management of the ship and I want to personally thank Steve for making this happen.

Unfortunately, at the reunions I'm extremely busy attempting to gain information and photos for future issues of the *Bounce*. I miss out on

many of the opportunities provided by the reunion committee.

Residing in the Washington, DC area provides an opportunity to visit the Naval Base, Smithsonian Museums, and Archives. These facilities provides a wealth of data and information. Although, they are not next door they are within a short hour drive.

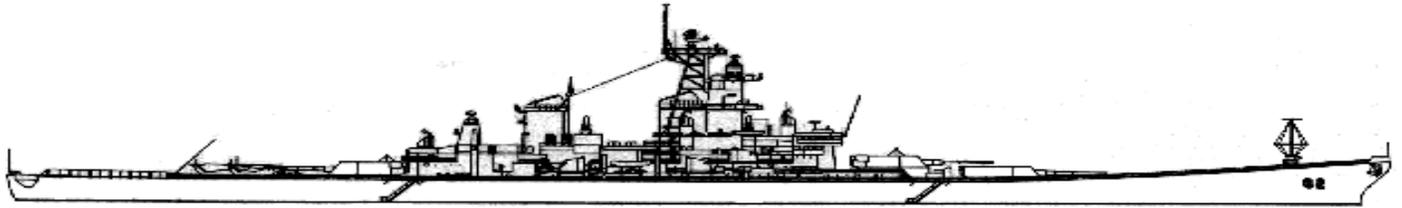
Sylvia and I have enjoyed each and every reunion. Having the reunions located in different cities within the United States has provided us the opportunity to visit places that we would never have seen. I had attempted to visit the Gateway Arch for many many years but never seemed to have the time available to detour to the Monument. This last reunion provided that opportunity and for me made the reunion a total success.

This years reunion in Portland, Oregon will provide everyone the opportunity to visit a great city.

While employed by the Federal Aviation Administration, I gave a presentation on the capabilities of using a Loran 'C' Instrument Landing System (ILS) at the Aircraft Owners and Operators seminar in Portland. The development of the Global Positioning System (GPS) made further development of the Loran 'C' for ILS a mute point. During that period I was unable to visit the city. However, this reunion will provided that opportunity.

Looking forward to seeing each and everyone of you in Portland in August. Make your reservation early.

Nick Rasch, News Editor



MESSAGE FOR THE SMALL STORES MANAGER/ADVISOR

Gentlemen

I don't know about you but I am ready for spring. In New Hampshire it's been a long, snowy winter.

First, I would like to say I am getting new merchandise in stock. I have been working with vendors to get the best items and keep the cost down. With everything going up, it's been a challenge.

To check on what is available go to our web site and check them out. Some items had to be reordered and at times it takes awhile due to the orders that the vendors were filling.

I have new vendors for some items and the turn around is a lot faster. I am working on getting a lot more different items. One being a fleece jacket with full zipper and also a new 3 season jacket. I hope to have them on line soon and available for sale.

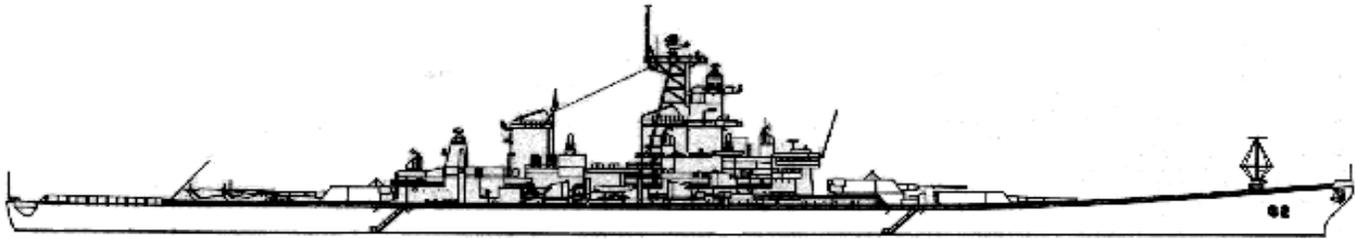
If there is something you would like to see for sale send me a Email or call me with your ideas.

Also, I am trying to keep a lot of colors and sizes in stock but sometimes I run out. I am getting a handle on what and when to order so hopefully delays can be minimized.

John Chase
Small Stores Advisor



Joe DiMaria and Family at the Plaque Dedication, December 7, 2014



MESSAGE FOR THE SEATING COORDINATOR

I would like to take this opportunity to tell you a little about myself and my duties as Seating Coordinator.

To start with my name is Bill Myers and I have been a member of USS New Jersey Veterans since I discovered this organization in 2004.

I served aboard the "Big J" from Pre-commissioning School in Jan of 1968 until just prior to De-commissioning in Dec of 1969 when I was separated from the Navy. I worked as an Electrician's Mate in E Division. I came aboard as an EMFN and left as an EM2. USS New Jersey was the best duty a sailor could ask for.

Originally from Sabetha, KS. I settled in Omaha, NE after my separation. I was fortunate to hire on with Omaha Public Power District where I worked for 34 years, retiring in 2004.

My wife and I attended our first reunion in Washington DC in 2004

and I have attended every one since. My wife enjoyed these reunions as much as I did because of all the wonderful people we met over the years. We have formed many lasting friendships. Unfortunately Mary was diagnosed with early onset Dementia in late 2004 and has been unable to travel with me these last few years.

I was first elected to the position of Seating Coordinator/Director in 2008 and re-elected in 2012. It is a position with not much to do most of the year. I tend to get a little apprehensive as we get closer to the reunion.

As you send in your reunion reservations, the Treasurer then forwards to me your name and the name(s) of your guests, Era served, Division, and the meals you have paid for. I sort these out by Era and Division. When we get to the cutoff date and I receive table charts from the Hotel I start creating table

assignments. I try to seat everyone by Era and where applicable, by Division. I also take requests for seating with special friends. I can also take care of any special requests for handicapped seating.

At this time I am uncertain if I will be staying on for another term or not. If anyone would like to take over, please step forward. As we of the Vietnam Era are aging we need those members of the Lebanon Era to step up to the plate and keep this organization going. Regardless of whether I run again or not I intend to keep serving the USS New Jersey Veterans and my Shipmates in any way I can.

I am looking forward to seeing you in Portland and serving your seating needs.

Bill Myers
Seating Coordinator



Opening of the Long Awaited Vietnam War Exhibit

Excerpts from a Press Release for this Event

The USS New Jersey's third commissioning service in 1968, during the Vietnam War, is distinct because she was the only active battleship in the world at that time.

A new exhibit titled "A Dreadnaught in Vietnam," highlights the exploits of the USS New Jersey during her Vietnam service.

Explore the battleship's historic role in Vietnam, which including several objects from the personal collection of Admiral J. Edward Snyder, Jr., the battleship's commanding officer during her Vietnam deployment. Many of these objects have never

been on public display before. An example of the one-of-a-kind objects, part of the Admiral J. Edward Snyder, Jr. collection, is the original commissioning pennant from the April 6, 1968 Re-Commissioning Ceremony.

Other New Jersey veterans have also loaned items for the exhibit including Bert Trottier who was the battleship's bugler during the Vietnam cruise. In fact, Trottier's jacket is part of this exhibit.

The exhibit includes many items from the Battleship's own vast collections.

Another rarity is a section of the six inch armored deck that was removed during the reactivation process for Vietnam. The thickness and weight of this piece illustrates

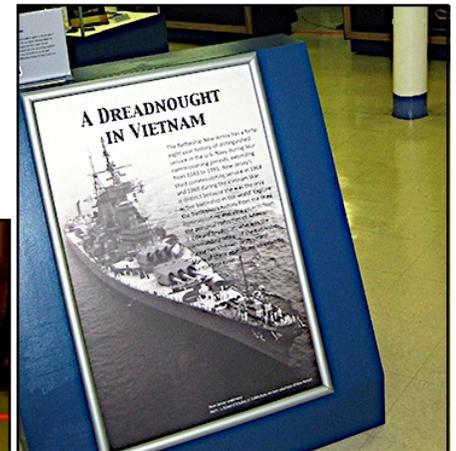
how well parts of the battleship were protected. Coincidentally, the piece weighs approximately sixty-two pounds, which is the hull number of the Battleship New Jersey, or "BB-62."

Many of the items on display are documents, booklets, and pamphlets that contain more information inside them, but are protected, behind glass, to ensure visitors cannot touch them.

In an effort to enable guests an opportunity to further explore these items, the exhibit includes two "flip-books" containing reproductions of these documents.

These "flip-books" provides the guests an easy method of getting a closer look at objects in the exhibit cases as well as material and images not on display.

Several Display Cases In The Long Awaited 'A Dreadnaught in Vietnam' Exhibit (Courtesy of Richard Trash)



United States Commitment to Vietnam

The chronology of the Vietnam War was delineated in Issues XXVII-1 and XXVII-2, of the 'Jersey Bounce'.



Visitor Touching Vietnam Memorial Wall



Statue of Soldiers Guarding The Vietnam Memorial



Names on a Section Of the Memorial Wall

Interesting Statistics From The Vietnam Memorial Wall

There are 58,267 names now listed on that polished black wall, including those added in 2010.

The names are arranged in the order in which they were taken from us by date and within each date the names are alphabetized. It is hard to believe it is 57 years since the first casualty.

The first known casualty was Richard B. Fitzgibbon, of North Weymouth, Mass.

Listed by the U.S. Department of Defense as having been killed on June 8, 1956. His name is listed on the Wall with that of his son, Marine Corps Lance Cpl. Richard B. Fitzgibbon III, who was killed on Sept. 7, 1965.

There are three sets of fathers and sons on the Wall.

39,996 on the Wall were just 22 or younger.

8,283 were just 19 years old.

The largest age group were 18 years old.

12 soldiers on the Wall were 17 years old.

5 soldiers on the Wall were 16 years old.

One soldier, PFC Dan Bullock was 15 years old.

997 soldiers were killed on their first day in Vietnam .

1,448 soldiers were killed on their last scheduled day in Vietnam.

31 sets of brothers are on the Wall.

Thirty one sets of parents lost two of their sons.

54 soldiers attended Thomas Edison High School in Philadelphia. I have wondered why so many from one school.

8 Women (Nurses) are on the Wall.

244 soldiers were awarded the Medal of Honor during the Vietnam War; 153 of them are on the Wall.

Beallsville, Ohio with a population of 475 lost 6 of her sons.

West Virginia had the highest casualty rate per capita in the nation. There are 711 West Virginians on the Wall.

The Marines of Morenci - They led some of the scrappiest high school

football and basketball teams that the little Arizona copper town of Morenci (pop. 5,058) had ever known and cheered. They enjoyed roaring beer busts. In quieter moments, they rode horses along the Coronado Trail, stalked deer in the Apache National Forest. And in the patriotic camaraderie typical of Morenci's mining families, the nine graduates of Morenci High enlisted as a group in the Marine Corps. Their service began on Independence Day, 1966.

Only 3 returned home.

The Buddies of Midvale - LeRoy Tafoya, Jimmy Martinez, Tom Gonzales were all boyhood friends and lived on three consecutive streets in Midvale, Utah. They lived only a few yards apart. They played ball at the adjacent sandlot ball field. And they all went to Vietnam. In a span of 16 dark days in late 1967, all three were killed. LeRoy was killed on Wednesday, Nov. 22, the fourth anniversary of John F. Kennedy's assassination. Jimmy died less than 24 hours later on Thanksgiving Day. Tom was shot dead assaulting the enemy on Dec. 7, Pearl Harbor Remembrance Day.

The most casualty deaths for a single day was of 245 on January 31, 1968.

The most casualty deaths for a single month was May 1968 - 2,415 casualties were incurred.

For most Americans who read this they will only see the numbers that the Vietnam War created.

To those of us who survived the war, and to the families of those who did not, we see the faces, we feel the pain that these numbers created. We are, until we too pass away, haunted with these numbers, because they were our friends, fathers, husbands, wives, sons and daughters.

**There are no noble wars,
just noble warriors.**

Reality and Unexpected Results of The Tet Offensive

The communists launched a wave of attacks in the late night hours of 30 January 1968 in the [I](#) and [II Corps Tactical Zones](#) of South Vietnam.

This early attack did not initially lead to widespread defensive measures. However, when the main communist operation began the next morning the offensive was countrywide and well coordinated, eventually more than 80,000 communist troops were involved, striking more than 100 towns and cities, including 36 of 44 provincial capitals, 72 of 245 district towns, and the southern capital of Saigon.

The offensive was the largest military operation conducted by either side up to that point in the war.

The initial attacks was so gigantic that it initially stunned the US and South Vietnamese military and caused them to temporarily lose control of several cities, but they quickly regrouped to beat back the attacks, inflicting massive casualties on communist forces.

On January 5th the US forces had reliable high level information that the Tet offensive was to take place on January 30th (25 days prior to the offensive).

Unfortunately, the info never got down to the U. S. troops in the field. The South Vietnamese Military had cancelled all leave and provided extra ammunition for their troops prior to the offensive.

The Communist losses were so great that the Viet Minh leader, Ho Chi Minh, contacted his military leaders

and discussed stopping the conflict. He felt that the Viet Minh were defeated and wanted to surrender. He concluded that the U.S. vast advantage in air and ground power was too much for the Viet Minh to overcome. He was defeated.

During these discussions the Vietnamese received info that the United States News Media portrayed the Tet Offensive as a total US defeat and that the political and military leaders had been lying to it's public.

Ho Chi Minh's leaders pleaded with him to wait a few more days/weeks to determine their next move. The Viet Minh military organization was



Symbol of The Vietnam War (Huey Helicopter)

so devastated that it never participated as an organized fighting unit again.

Unfortunately, You know the rest of the story.



Ground Troop Fighting During The Tet Offensive



**Demonstrators In
Washington, DC**

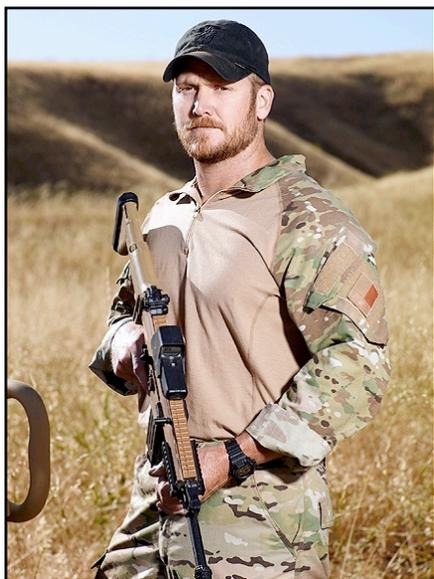
Navy Seal - Funeral

Christopher Scott Kyle

(American Sniper)

**(Most Lethal Sniper in US
Military History)**

By Derek



This is why America will remain strong. We take care of our own as well as others who may not deserve being taken care of. Derek just wanted to share with you, that out of a horrible tragedy we were blessed by so many people.

Chris Kyle was Derek's teammate through 10 years of training and battle. They both suffer/suffered from PTSD to some extent and took great care of each other because of it.

2006 in Ramadi was horrible for young men that never had any more aggressive physical contact with another human than on a Texas football field.

They lost many friends. Chris became the armed services number #1 sniper of all time. Not something he was happy about, other than the fact that in so doing, he saved a lot of American lives.

Three years ago, his wife Taya asked him to leave the SEAL teams as he had a huge bounty on his head by Al Qaeda. He did and wrote the book "The American Sniper." 100% of the proceeds from the book went to two of the SEAL families who had lost their sons in Iraq. That was the kind of guy Chris was.

He formed a company in Dallas to train military, police, and firemen in procedures to protecting themselves while faced with difficult situations.

He also formed a foundation to work with military people suffering from PTSD. **Chris was a giver not a taker.**

He, along with a friend and neighbor, Chad Littlefield, were murdered trying to help a young man that had served six months in Iraq and claimed to have PTSD. **Now I need to tell you about all of the blessings.**

Southwest Airlines flew in any SEAL and their family from any airport they serviced to the funeral... free of charge.

The employees donated buddy passes and one lady worked for four days without much of a break to see that it happened.

Volunteers were at both airports in Dallas to drive them to the hotel.

The Marriott Hotel reduced their rates to \$45 a night and cleared the hotel for only SEALs and family.

The Midlothian, TX Police Department paid the \$45 a night for each room. Derek estimated that there were about 200 people staying at the hotel, 100 of them were SEALs.

Two large buses were parked in front of the Kyle resident to block the view from reporters. The busses remained there the entire five days.

Taya, their two small children and both sets of parents were staying in the home.

Derek was assigned to be a Pall Bearer, to escort Chris' body when it was transferred from the Midlothian Funeral Home to the Arlington Funeral Home, and to be with Taya. A tough job.

Taya seldom came out of her bedroom. The house was full, with people from the church, and other family members that would come each day to help. Derek spent one morning in a bedroom with Chris' mom and the next morning with Chad Littlefield's parents (the other man murdered with Chris). Another tough job.

George W Bush and his wife Laura met and talked to everyone on the Seal Team one on one. They went behind closed doors with Taya for quite a while. They had prayer with us all. You can tell when people were sincere and caring.

Nolan Ryan sent his cooking team, a huge grill and lots of steaks, chicken and hamburgers. They set up in the front yard and fed people all day long including the 200 SEALs and their families. The next day a local BBQ restaurant set up a buffet in front of the house and fed all once again. Food was plentiful and all were taken care of. The family's church kept those inside the house well fed.

Jerry Jones, the man everyone loves to hate, was a rock star. He made sure that everyone was well taken care of. His wife and he were just making sure everyone was taken care of....First Class... He donated the use of Cowboy Stadium for the services as it was determined that many wanted to attend.

The charter buses transported everyone to the stadium on Monday at 10:30 am. Every car, bus, motorcycle was searched with bomb dogs and police. Not sure if

kooks were making threats trying to make a name for themselves or if so many SEALs in one place was a security risk. Everyone willingly obliged. No purses went into the stadium!

The Seals and family members were taken to The Legends room high up and a large buffet was available that accommodated about 300 people. We were growing.

A Medal of Honor recipient was there, lots of secret service and police and Sarah Palin and her husband. She looked nice, this was a very formal military service.

The service started at 1:00 pm and when we were escorted onto the field Derek was shocked. We were informed that about 10,000 people had also come to attend the service. They were seated in the stadium seats behind us. It was a beautiful and emotional service.

The Bagpipe and drum corps were wonderful and the Texas A&M men's choir stood through the entire service and sang right at the end. Everyone was in tears.

The next day was the 200-mile procession from Midlothian, TX to Austin for burial. It was a cold, drizzly, windy day, but people were out. We had dozens of police motorcycles riders, freedom riders, five chartered buses and lots of cars.

A pass was required to be in the procession and still it was huge. Two helicopters circled the procession with snipers sitting out the side door for protection. It was the longest funeral procession ever held in the state of Texas. People were everywhere. The entire route was shut down ahead of us, the people were lined up on the side of the road the entire way. Firemen were down on one knee, police officers were holding their hats over their hearts, children waving flags, veterans saluting as we went by. Every bridge had fire trucks with large flags displayed from their tall ladders, people all along the entire 200 miles were standing in the cold weather. It was so heartwarming. Taya rode in the hearse with Chris' body.

The service was at Texas National Cemetery. Very few are buried there and you have to apply to get in. It is people from the Civil War, Medal of Honor winners, a few from the Alamo and all the historical people of Texas. It was a nice service and the Freedom Riders surrounded the outside of the entire cemetery to keep the crazy people, that protest at military funerals, away from us.

Each SEAL put his Trident (metal SEAL BADGE) on top of Chris' casket, one at a time. A lot hit it in with one blow. Derek was the only one to take four taps to put his in and it was almost like he was caressing it as he did it.

After the service Governor Perry and his wife, Anita, invited us to the governor's mansion. She stood at the door, greeted each of us individually, and gave each of the SEALs a coin of Texas. She was a sincere, compassionate, and gracious hostess.

We were able to tour the ground floor and then went into the garden for beverages and BBQ. So many of the Seals said that after they get out they were moving to Texas. They remarked that they had never felt so much love and hospitality.

The charter buses then transported the people to the airport to catch their returning flights.

Derek called and after a 20 hours flight he is back in his spot, in a dangerous land on the other side of the world, protecting America.

I just wanted to share with you, the events of a quite emotional, but blessed week.

Punch-line: To this day, no one in the White House has ever acknowledged Chris Kyle!

Provided by Norris Olney



Chris Kyle's Burial in Texas

Chris Kyle's Record

160 Confirmed Kills

255 Total Kills (Unconfirmed)

2 Silver Stars

5 Bronze Star Medals

Navy Commendation Medal

2 Achievement Medals



PHIL ROWAN, EXECUTIVE DIRECTOR & CEO, BATTLESHIP NEW JERSEY MUSEUM AND MEMORIAL

We have had a great 2014 at the Battleship New Jersey Museum & Memorial. The Museum has now been open for 13 years on the Camden Waterfront and is doing better than ever. Our financial resources have stabilized and our revenues are increasing. We have completed several restoration and improvement projects on the ship, pier and land side area.

In May we received a major grant to be used for marketing, restoring the teak deck, and the painting of the exterior of the ship. The marketing funds were used to advertise the programs of the ship on radio, television, and print advertising. We have hired a contractor to begin the teak deck restoration project. The 03 port side deck is nearing completion. Members of District 711 of the International Union of Painters and Allied Trades painted the visible hull of the ship. The Sherwin Williams Company of Cleveland, Ohio supplied the paint for the project. We are also completing the starboard side of the superstructure now and will complete the port side next spring.

In July, we raised the Friendship Flags on the ship as part of our Dress the Ship project, the funding of which was raised by a fundraising effort by our volunteers and staff. We are now replacing the flags with holiday lighting. In January, we will hoist white lights on top of the static lines of the ship to make the New Jersey more prominent in Independence Harbor on the Delaware River.

Also in July, we purchased 1.8 acres of waterfront land from the state so that we control the property near the pier that leads to the ship. We have been leasing this land from the state and were not sure of the future access to this key area near the ship. As part of our fundraising effort, we have established a foundation, the Battleship New Jersey Foundation, which will focus on raising funds for the operation of the museum and restoration of the ship. One of the first fundraising efforts includes providing a beautiful art glass sculpture of the ship that rests on a piece of the historic deck of the battleship. It comes in a decorated box and is available for a donation of \$250 or more.

In July, the New Jersey Department of Environmental Protection awarded another \$1.4M grant to the museum to help pay for our operating expenses for the upcoming year. These funds will be used to pay our \$700,000 annual electric bill, our property and liability insurance and help pay for a portion of our personnel costs. This is the second straight year that we have received this level of funding and we are hopeful that the State of New Jersey will continue to support the Battleship New Jersey on the Camden Waterfront.

We are now working on securing the funding to complete the final major area of the tour of the Battleship, *The Engineering Spaces*. We need to raise \$500,000 for the cleanup, construction of safety railings, and platforms, and the installation and restoration of interactive elements to bring the boiler and engine rooms to

life. The concept of this tour will be to get the ship underway in a very interactive method. We believe our guests will truly enjoy their experience in this area of the ship, particularly young guests. Combining a walk down Broadway, which we opened in the spring, with the tour of the Engineering Spaces will create a reason for guests to visit the Battleship.

Up on deck, we have added two replicas of the .50 caliber machine guns that were on the decks in the 1980s. The ship had eight of these machine guns and we are working on finding the stands and raising the funds to install six more of these guns on the gunnels of the main deck.

Our major focus now turns to raising the \$8M to completely replace all of the old teak decking with new two-inch thick teak planks. So far, our *Dollars for the Decks* campaign has raised \$250,000 and counting. The goal is to replace all of the teak decking by restoring all planked areas to match exactly how they were when the ship was donated to us by the U.S. Navy. We are currently working on a statewide, and national grassroots effort to raise the funds needed to complete this project before the ship's diamond anniversary (75th) of her commissioning into the U.S. Navy, on May 23, 1943. So by May of 2018, her decks will be looking fantastic.

The final major project of the museum board is to raise the \$22M to dry dock the ship. This dry-docking, which is planned to occur

prior to 2020, will extend the life of the ship for another 30 years. We plan to clean and inspect the entire underwater hull of the ship in 2015 and prepare the plan for the dry docking work. You will be hearing more on this project in upcoming editions of the Bounce.

In September I was elected as a Director of the Historic Naval Ships Association (HNSA). I look forward to serving this outstanding international organization in their efforts in preserving naval history for all to experience.

In closing, I want to thank all of our staff, volunteers, trustees,

members, guests and supporters for making this a very successful year.

Wishing you all a great and successful 2015.

Phil Rowen, CEO,
Battleship New Jersey BB 62



Mighty Dreadnought Displaying Her New Lights During The Christmas Celebration (photo courtesy of Richard Trash)



**Running Friendship Flags Up Static Line
Photo courtesy of Richard Trash**



**Volunteers Preparing Friendship Flags for Display
Photo courtesy of Richard Trash**



STEAM TO SPEED ENGINEERING TOUR (Jason Hall)

We hope to open the Engineering Tour next year.

The spaces onboard the Battleship New Jersey that are the most requested to be visited by our guests are the engineering spaces; particularly the boiler and engine rooms.

The visitors want to know: How does a ship three football fields long, weighing 57,000 tons, move through the water at over 40 mph?

Currently the engineering spaces are not open to the general public. It will take a substantial amount of money, time, and energy to develop this new engineering tour.

The new guided, “Steam to Speed,” tour onboard our nation’s longest and most decorated battleship, will immerse guests into a one of a kind museum experience.

The success of the interactive Turret II Experience, that opened on the Battleship in 2013, set the bar for all other historic ship museums. We intend to set the bar even higher in 2015 with this new tour.

Participants will not just merely look at the shipboard propulsion mechanics, but become engaged in hands on activities that will help bring to life the machinery that propelled the ship allowing it to provide Firepower for Freedom.

Initially the tour will take guests down to the 3rd deck to ‘Central Station,’ one of four locations on the Battleship where the ship can be steered and the ship’s speed controlled. While in ‘Central Station’ visitors will learn how the ship was steered through electro-hydraulic movement of the rudder.

This will be demonstrated to the guests by actually having them put their hands on the helm and engine order telegraph, both of which will be augmented by (new audio and visual) aspects to give the illusion to that they are actually controlling the speed and direction of the ship.

From ‘Central Station’ the tour continues to the adjacent compartment that houses ‘Damage Control Central.’

Damage Control is the responsibility of ALL HANDS, from the Commanding Officer down to the newest recruit. Effective damage control (DC) requires the correct use of equipment to prevent or minimize the damage caused during battle, fire, collision, explosions, etc.

All of the above is controlled from DC (Damage Control) Central. An effort will be made to bring life to several of the communication systems and other hardware in order to enhance the guest’s understanding of this extremely important area.

Walking back through ‘Central Station’ the tour enters Broadway,

the longest passageway onboard the Battleship (once the engineering tour is open, Broadway will be taken off the Turret II Experience tour).

Broadway provides main access to each of the four Fire Rooms (boilers) and four separate Engine Rooms. The preliminary concept of the tour calls for a series of video monitors along the tour route. Commencing in the first compartment of Broadway, and “follow a drop of water” on its journey from the ocean to the boilers, illustrating how sea water is utilized to generate 212,000 shaft horsepower! Each video will help enhance the Docent’s presentation by utilizing historic images, as well as modern computer generated imagery. The videos will show how the ship intakes salt water from the ocean and desalinates the water in order that it can be used by the boilers to create the steam that will turn the screws that propel the ship through the water.

The next stop on the tour is a Fire Room. Descending down two ladders, visitors will be in awe as they find themselves standing in front of a two story tall Babcock & Wilcox M-type Boiler that creates 600 pounds per square inch of steam pressure. The boiler consists of metal drums, headers, and tubes for controlling steam pressure and temperature. It contains a furnace with casing and uptake; steam and water drums; a superheater, and all piping and accessories needed to

ensure an ample supply of the three requirements to make steam: **fuel, water and air.**

Though dormant today, it is our goal to breathe new life into the boiler utilizing state of the art equipment to create a similar environment that the sailors experienced daily.

The visitors will feel heat, see steam, and take on the role of an actual sailor by engaging in a hands on activity where they insert a fuel injector directly into the front of the boiler. The visitors will literally hold in their hands the means by which the ship was able to produce the power that enabled her to cruise around the world at speed greater than 33 knots.

The tour will then descend another ladder to the lowest deck of the ship. As they walk among the countless pumps and valves, visitors will walk underneath one of the Battleship's massive propeller shafts, and even be able to touch it. This will be a first for any historic naval ship museum! By walking through a new access door (which must be cut through the bulkhead) the visitors will enter into the bottom of an Engine Room. Video monitors will continue to guide the visitors on the journey that the drop of sea water took in becoming steam and now is used to turn the huge turbines into

the reduction gears that rotate the propeller shaft.

We intend to install equipment in the both the Fire Room and Engine Room that creates the noise and other aspects of what it would be like to actually work in this space.

Thanks to proposed cut outs in the turbine covering, and removal of the covers for the reduction gears, visitors will be able to view inside the units. Here they will view the intricate components that few have ever experienced. In addition fiber optic lighting will allow the visitors to observe how the turbines and gears operate, rotating the propeller shaft, which would propel the ship through the water.

Walking on the original catwalk visitors will be taken to the 'Control Console' (throttle board). The throttle board is the gas peddle for the engine. There are two wheels; the larger is used for forward direction and the smaller for reverse.

Visitors will be able to put their hands on the larger wheel, the (gas pedal), and turn it.

By turning the wheel (thanks to newly installed A/V equipment augmenting the original gear) the gauges of the throttle board and the engine order telegraph will come alive. Visitors will feel as if they are

answering a call from the Bridge to increase speed, turning the wheel sends more steam to the engines. As the speed increases the deck will vibrate beneath them and the noise of the engines will increase. This will all occur through the use of existing ship's equipment combined with new A/V electronics.

Returning to Broadway via a newly installed ladder, visitors will have an opportunity to experience everything they observed on the tour.

A final video will recap the journey of the drop of water from the ocean, through the intakes, into the evaporator, to the boiler where it becomes steam, and then finally to the Engine Room where it turns the turbine and reduction gears that allows the 17 foot diameter propeller to rotate.

This tour is unique and no other historic naval ship museum has an experience that even comes close to what we are proposing. Though at this time it is merely a conception, it will evolve over time.

The entire staff and experienced docents are excitedly anticipating the day when they will be able to take visitors into the engineering spaces on the new Steam to Speed Tour!

Injured on Ship



FRED CLAWSON.

Aledo youth who was injured in the sinking of a U. S. transport off Africa last fall. He is recovering in the naval hospital at Norfolk, Va.

Serving Country

ALEDO YOUTH IN NAVY RECOVERS AFTER INJURIES

Fred Clawson, in Hospital at Norfolk, Va., Was Aboard Transport Sunk Off Africa.

Aledo, Ill., Jan. 18. — (Argus News Service) — Marked improvement is reported in the condition of Fred Clawson of Aledo, a navy motor machinist (second class) who was seriously burned when the Tasker H. Bliss troop transport was torpedoed last November during the African invasion. He is a patient in the naval hospital in Norfolk, Va.

In a letter Machinist Clawson told of some of his experiences.

Two torpedoes just missed the Bliss, but hit another ship. The following day, about 5 p. m., the Bliss was hit.

Clawson was in the mess hall when the alarm of general quarters sounded, and, with others, he started for his battle station. They were waved back in the belief it was a false alarm. Most of the men left the mess hall, but Fred was among those who stayed, only to find out a few minutes later that it was an official order.

"I started through the officers' alley way and had reached the chief engineer's rooms when a torpedo hit. The explosion and flames from the torpedo caught me, knocked me down and I was burned. I got to my feet when another explosion occurred, in which I was burned more severely, but I was able to make my way topsides, where I spent several minutes before finding anyone to help me. Finally a boy who worked with me helped get me into a life jacket and assisted me over the side to a rope ladder," the Aledo youth stated.

Clawson was picked up by a small boat and helped ashore. His clothing was cut from him and he was given first aid treatment and put on a train for an African city. From there he was taken to a ship on which he returned to Norfolk.

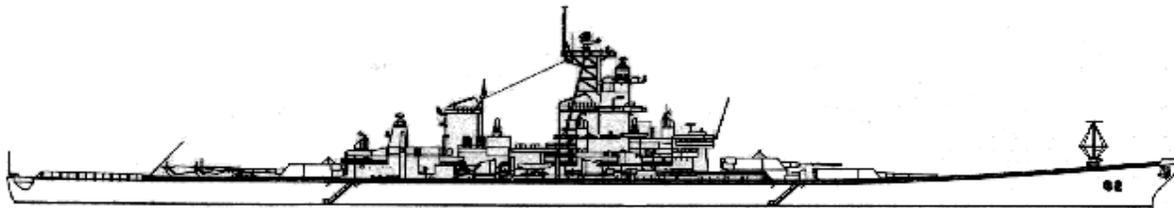
Since early in December he has been in the naval hospital there. He expects to spend a furlough in Aledo after his discharge from the hospital.

Mrs. Clawson, the former Miss Dorothy McCreight of Aledo has been with her husband since he arrived home.

Letter Received from Charles F. Clawson

Fred was Charles' half brother and as the newspaper reported was severely burned.

Fortunately, Fred lived to be 63 years old and has a son that still resides in Aledo. Illinois



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, 2015

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 2015.
- 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

Notification to the Membership, of the Scholarship winners, will be accomplished through the Bounce 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 2015.
- 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.

APPLICATION SUBMISSION:

Eligibility requirements b, c, d, e, f, g, and h must be received by Steve Sheehan, President, by June 1, 2015.
Steve Sheehan, 1209 Cumberland Rd., Abington, PA 19001

**THE PRESIDENT WILL NOTIFY THE SCHOLARSHIP WINNERS BY PHONE
AND A 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)



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

At this time prices have not been finalized. Contact John Chase for prices

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.

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

IMPORTATION INFORMATION

In an effort to provide our members information concerning available merchandise in the small store the information will only be available on our web page (WWW.USSNEWJERSEY.ORG). This change provides our members the latest information on all items handled in the store. In addition, this change provides the Small Store Manager the opportunity to make new items available at any time throughout the year, minimizing delays in providing information on these items to our members.

Items can be purchase via Email, regular mail or telephone:

Email: bb62sailor@gmail.com, regular mail: Mr. John Chase 174 School St., Tilton, NH 03276, or by Telephone: 603-630-1941



REUNION 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	20114	_____	_____	_____	_____
Portland, OR	2015	_____	_____	_____	_____

NOTE; Prices are not final at this time, Contact John Chase for prices.

Total Badges Selected _____ X Cost = Total Cost

Make checks to USS New Jersey Veterans, Org. and send form and check to John Chase, 174 School St. Tilton, NH, 03276

Telephone # 603-286-7065 Email bb62sailor@gmail.com

NEW CHALLENGE COINS NOW AVAILABLE FORM OUR SMALL STORE

This beautifully crafted challenge coin depicts the *USS New Jersey* firing her 16 -inch guns on the front side. The stars within the band represent the 19 battle Stars awarded to the ship.

On the reverse side, the ship is depicted as she sits today, as a museum and memorial, on the Delaware River in the Camden, New Jersey Waterfront. the four star represent the ships four periods of combat.

The Challenge Coin is available for a \$10.00 donation plus \$3.00 for shipping and handling. (NOTE: If purchasing more than one coin the Shipping and Handling is only \$3.00 per order.



CHALLENGE COIN

A challenge coin is a small coin or medallion (usually military, bearing an organization's insignia or emblem) carried by the organization's members.

Traditionally, they are given to prove membership when challenged and to enhance morale. In addition, they are also collected by service members.



In practice, challenge coins are normally presented by unit commanders in recognition of special achievement by a member of the unit. The coins are also exchanged in recognition of visits to an organization.

Challenge Coin History

According to the most common story, challenge coins originated during World War I. American volunteers from all parts of the country filled the newly formed flying squadrons. Some were wealthy, attending colleges such as Yale and Harvard, who quit college in mid-term to join the war.

In one squadron, a wealthy lieutenant ordered medallions struck in solid bronze and presented them to his unit.

One young pilot placed the medallion in a small leather pouch that he wore about his neck. Shortly after acquiring the medallion, the pilots' aircraft was severely damaged by ground fire. He was forced to land behind enemy lines

and was immediately captured by a German patrol.

In order to discourage his escape, the Germans took all of his personal identification except for the small leather pouch around his neck. In the meantime, he was taken to a small French town near the front. Taking advantage of a bombardment that night, he escaped.

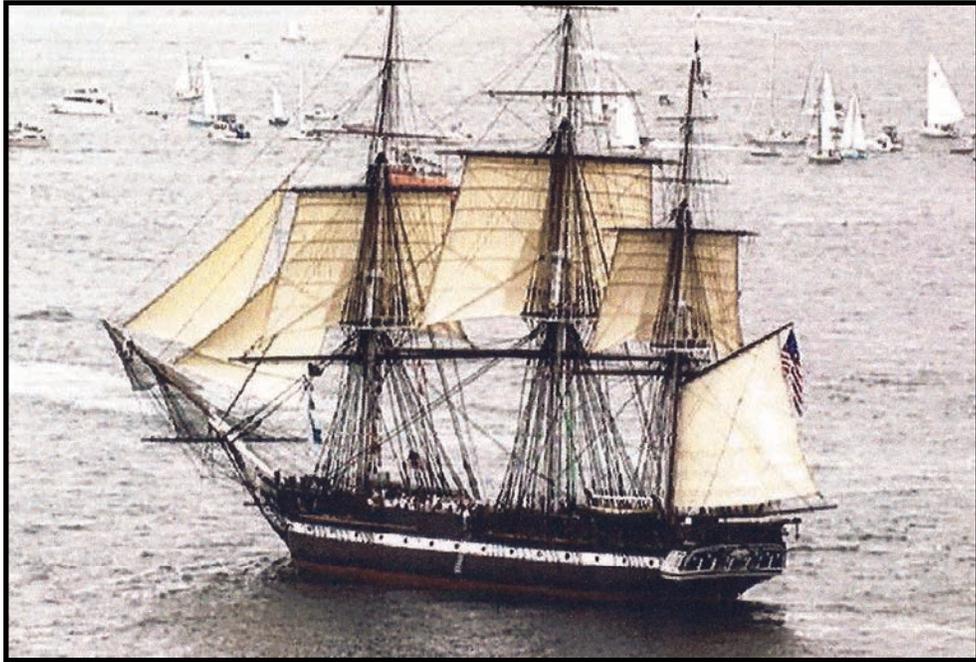
However, he was without personal identification. He succeeded in avoiding German patrols by donning civilian attire and reached the front lines. With great difficulty, he crossed no-man's land. Eventually, he stumbled onto a French outpost. Unfortunately,

saboteurs had plagued the French in the sector. They sometimes masqueraded as civilians and wore civilian clothes. Not recognizing the young pilot's American accent, the French thought him to be a saboteur and made ready to execute him. He had no identification to prove his allegiance, but he did have his leather pouch containing the medallion. He showed the medallion to his would-be executioners and one of his French captors recognized the squadron insignia on the medallion. They delayed his execution long enough for him to confirm his identity. Instead of shooting him they gave him a bottle of wine.

Challenge Coins are available by contacting:

John Chase: 174 School St., Tilton, NH 03276, Phone 603-286-7065 or Email bb62sailor@gmail.com

BATTLESHIP HUMOR



USS Constitution (Old Iron Side)

Every Sailor's Dream To Serve Onboard and Here Is Why

The USS Constitution as a combat vessel carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last for six months of sustained operations at sea.

She carried no evaporators (fresh water distillers).

According to Her Ship's log. "On July 27, 1798 she sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 49,400 gallons of rum.

Her mission - **To destroy and harass English shipping.**

Arriving at Jamaica on 6 October, she took on 826 pounds of flour, and 38,300 gallons of rum.

She then headed for the Azores, arriving there 12 November. She received provisions of 550 pounds of beef and 14,300 gallons of Portuguese wine.

On 18 November she set sail for England. In the ensuing days she defeated five British Men-Of-War and captured 12 English merchant ships, salvaging the rum aboard each ship before scuttling the ships.

By 26 January her powder and shot were exhausted, nevertheless, (although unarmed) her crew made a night raid up

the Firth of Clyde in Scotland. Her raiding party captured a whisky distillery and transferred 20,000 gallons of single malt Scotch aboard by dawn.

Out of both shot and powder the crew headed home.

Upon arrival in Boston Harbor on 20 February 1799 her crew was greeted as heroes. She had no cannon shot, no food, no powder, no rum, no whisky, no wine, but had 48,600 gallons of water.

Now you know the rest of the story.

These were the days when men were men and women were damn glad of it.



Larry was pulled over by the police around 11:15 pm and was asked where he was going at that time of night.

Larry replied, "I'm on my way to a lecture about alcohol abuse and the effects it, smoking, and staying out late have on the human body."

The officer asked, "Well Really? Who's giving a lecture at this time of night?"

Larry replied, "That would be my wife."

Covered Prizes & Iraqi Humor (Battleship Humor continued)

Fred was in the fertilized egg business. He had several hundred young 'pullets,' and ten roosters to fertilize the eggs. He kept records, and any rooster not performing went into the soup pot and was replaced.

This took a lot of time, so he bought some tiny bells and attached them to his roosters. Each bell had a different tone, so he could tell from a distance, which rooster was performing. Now, he could sit on the porch and fill out an efficiency report by just listening to the bells.

Fred's favorite rooster, old Butch, was a very fine specimen, but this morning he noticed old Butch's bell hadn't rung at all! When he went to investigate, he saw the other roosters were busy chasing pullets, bells-a-ringing, but the pullets, hearing the roosters coming, would run for cover. To Fred's amazement, old Butch had his bell in his beak, so it couldn't ring. He'd sneak up on a pullet, do his job and walk on to the next one.

Fred was so proud of old Butch, he entered him in the Brisbane City

Show and he became an overnight sensation among the judges. The result was the judges not only awarded old Butch the "No Bell Piece Prize," but they also awarded him the "Pulletsurprise" as well.

Clearly old Butch was a politician in the making. Who else but a politician could figure out how to win two of the most coveted awards on our planet by being the best at sneaking up on the unsuspecting populace and screwing them when they weren't paying attention.

IRAQI HUMOR

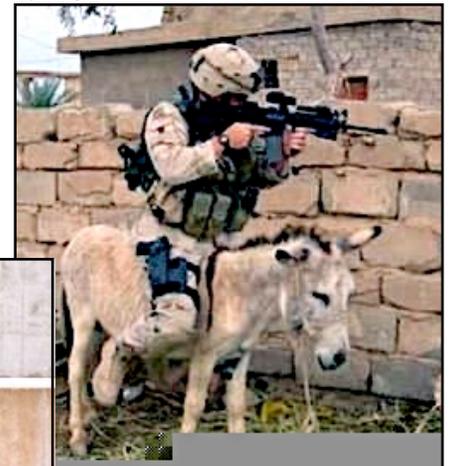
Great to know that our guys still have a sense of humor



Iraqi Photo Booth



And Away We Go



Mechanized Scout Patrol



Low budget Arial Weapon



Latest Air Force Fighter

Conundrum By Col. Robert Fish (retired)

The definition of the word Conundrum is: Something that is puzzling or confusing.

Remember - Free people are not equal. Equal people are not free.

"A gun is like a parachute. If you need one, and don't have one, you'll probably never need one again."

Here are six Conundrums of Socialism in the United States of America:

1. America is capitalist and greedy - yet half of the population is subsidized.
2. Half of the population is subsidized - yet they think they are victims.
3. They think they are victims - yet their representatives run the government.
4. Their representatives run the government - yet the poor keep getting poorer.
5. The poor keep getting poorer - yet they have things that people in other countries only dream about.
6. They have things that people in other countries only dream about - yet they want America to be more like those other countries.

Think about it! And that, my friends, pretty much sums up the USA in the 21st Century.

These three, short sentences tell you a lot about the direction of our current government and cultural environment:

1. We are advised to NOT judge ALL Muslims by the actions of a few lunatics, but We are encouraged to judge ALL gun owners by the actions of a few lunatics.

Funny how that works. And here's another one worth considering...

2. Seems we constantly hear about how Social Security is going to run out of money. But we never hear about welfare or food stamps running out of money?

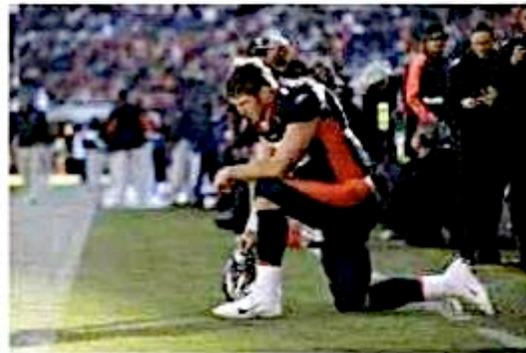
What's makes this interesting is the first group "worked for" their money, but the second didn't.

Think about it.....and Last but not Least:

3. Why are we cutting benefits for our veterans, minimum pay raises for our military and cutting our army to a level lower than before WWII, but we are not stopping the payments or benefits to illegal aliens?



Why is this OK?



And this isn't?

USS New Jersey BB 62 Taps Listing



<u>Name</u>	<u>Division</u>	<u>Era</u>	<u>Hometown</u>
Glendon Bates SFC	USMC	Associate	Salem, OH
Joseph Blanks	1st	Vietnam	Graham, NC
Joseph Dinell	9th	WWII	Fort Worth, TX
Art Dotson	M	Korea	West Union, WV
Estel Feedback	3rd	WWII	Sylvania OH
Vern Hoffart	1st	WWII	Malcolm, NE
Anthony Jablonsky	E	WWII	Chicago, IL
Pat Kelley	USMC	WWII	Crockett, TX
Donald Lee		Non Member	Houston, TX
William Ward	4th	WWII	Cameron, TX
Marvin Zimmel	7th	WWII	Hatboro, PA

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>
<i>Robert Denhup</i>	<i>Nav</i>	<i>Vietnam</i>	<i>Stratford, CT</i>
<i>Mae Feedback</i>	<i>Associate</i>		<i>Sylvania, OH</i>
<i>Bernard Gilles</i>	<i>E</i>	<i>Korea</i>	<i>Kickapoo, IL</i>
<i>Catherine Grant</i>	<i>Associate</i>		<i>New Church, VA</i>
<i>Leonard Jablon</i>	<i>GM/GC</i>	<i>80's</i>	<i>Corona, CA</i>
<i>Herbert Malone</i>	<i>A</i>	<i>Vietnam</i>	<i>Cleveland, TN</i>
<i>Robert A. Smith</i>	<i>6 th</i>	<i>80's</i>	<i>Temecula, CA</i>
<i>Robert Wentworth</i>	<i>B</i>	<i>80's</i>	<i>Danbury, NH</i>

Notice

Attention All Members

It has come to the attention of the Membership Chairman that several members have not submitted their dues for 2015.

In an effort to conserve valuable resources the Membership chairman requests that you check your records to ensure that you are current.

If you have neglected payment for any reason please fill out the following form and send it to Garry Blaylock with your payment:

PRESENT AND NEW MEMBERS

FEE: \$20.00 MAKE CHECKS PAYABLE TO - USS NEW JERSEY VETERANS ORGANIZATION, INC.

Additional Donations 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 YEAR ABOARD: _____	STATE: _____ ZIP: _____
RATE/RANK: _____	EMAIL: _____
SPOUSE'S NAME: _____	PHONE #: _____

The Organization Thanks You For Your Payment



Max Light Rail System



Portland with Mt Hood in the Background



Hood River, Best Wind Surfing in the World



Mt. Hood Highest Mountain in Oregon, 50 miles SE of Portland



Portland Aerial Tram



One of the Many Parks and Recreational Areas in Portland

Carrying commuters between the city's [South Waterfront](#) district and the main [Oregon Health & Science University](#)

