



**December
2003**

THE JERSEYMAN



*To our United States Armed Forces
From the volunteers of
USS NEW JERSEY (BB-62)*

*Happy Holidays, Happy New Year,
and Thank You for your service*

God Bless America



THE JERSEYMAN DECEMBER 2003

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

Thousands of US sailors serving aboard the 130 plus ships of Task Force 38, rode out a terrible storm on December 18, 1944, and it is sadly remembered today as "**Typhoon Cobra.**" This storm resulted in 3 capsized destroyers, the loss of 790 men, the total destruction of 146 badly needed combat aircraft, and brought crippling damage to many ships. Especially hard hit were the CVL's (Light Aircraft Carriers,) and CVE's (Escort Carriers.) At the time, **USS NEW JERSEY (BB-62)** was serving as fleet flagship for Task Force 38, and was under the command of **Admiral William "Bull" Halsey.** Today, as *The Jerseyman* commemorates this tragic World War 2 event, we are privileged to include stories of the storm as it was experienced by many of the sailors who were there.

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

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

History also records that a future President of the United States rode out **Typhoon Cobra** in December of 1944. **President Gerald R. Ford** narrowly missed being swept overboard at the height of the storm, when he was serving as Assistant Navigator in **USS MONTEREY (CVL-26).** **MONTEREY** was so badly damaged from planes broken loose and from fires, that she was detached from the fleet and returned to Bremerton, Washington for repairs. **President George H. W. Bush**, a Navy fighter pilot assigned to **USS SAN JACINTO (CVL- 30),** narrowly missed **Typhoon Cobra** when he was ordered back to the states for re-assignment earlier in December 1944. **USS SAN JACINTO** was also heavily damaged. This National Archives photo taken from **USS ESSEX (CV-9),** shows **USS LANGLEY (CVL-27)** taking a sharp roll during Typhoon Cobra. **USS NEW JERSEY** is identified in the background to the left of **LANGLEY...**



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

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“U.S.S. NEW JERSEY (BB62)”

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

1. GENERAL NARRATIVE,

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

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

Upon completion of fueling commenced run-in for further air strikes against LUZON, but operations were cancelled when heavy seas were again encountered.

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

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

s/CARL F. HOLDEN

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

(Source: National Archives and Records Administration)



“THE BLACK DRAGON”

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

In December of 1944, **USS NEW JERSEY** looked far different than she does today... the crane was there, the seaplanes were there, a crew of 2,000 was aboard, and the ship bristled with 20mm and 40mm guns.

She also wore two shades of dark blue, called “Measure 21” that gave **NEW JERSEY** her famous nickname of **“The Black Dragon.”**

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

(Source: *Iowa Class Battleships*, IOWA, NEW JERSEY, MISSOURI and WISCONSIN by Prof. Malcolm Muir © 1987)

**THE JERSEYMAN
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**TYPHOON "COBRA" -
"Probably December 18th or 19th 1944"**



**Light Cruiser USS SANTA FE (CL-60)
Length 610' Beam 66' 10,000 Tons**

"About 35 Degree roll to Starboard"

(Photo courtesy of Naval Historical Center, Curator Branch Photo Section, and Mr. Ed. Finney, Jr.,)

December 17-18, 1944

TF38 ships involved:

Seven Essex-class carriers
Six light carriers (CVL)
Eight battleships
Four heavy cruisers
Eleven light cruisers
Fifty destroyers

Third Fleet Fuel Group

Twelve fleet oilers
Three fleet tugs
Five destroyers
Ten destroyer escorts
Five escort carriers (CVE)
(with replacement planes)

There were over 130 ships
of Task Force 38
spread out over a
50 to 60 mile area during
"Typhoon Cobra."

Laboring in the heavy seas of
Typhoon Cobra...

Rescue ships:

The following ships were
credited with
Typhoon Cobra
survivor rescues:

USS BROWN (DD-546) - 18
USS KELLEN (DD-593) - 13
USS COGSWELL (DD-651) - 5
USS SWEARER (DE-186) - 7
USS TABERER (DE-418)- 55



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"The storm watch was completely unprepared for this one. No time to secure any topside gear. We lost 2 "gooney Birds", 2 whale boats, 20mm ammo boxes were torn off, every dish in the officers ward room was smashed. My rack was right over the #3 screw. I was off duty at the time and in my rack. The first time she dug her nose into the big waves the fantail came out of the water and the screws went so fast that the vibration knocked me on to the deck (luckily I had the bottom rack). BUT WORST OF ALL 3 DD'S WERE LOST DUE TO LACK OF BALLAST! The damn storm hit at the tail end of our refueling operation, and we could not refuel the 3 DD's!! The 45 Degree list of the "Whisky" scared the crap out of me. Chow was served during the first storm with guide lines strung fore & aft in the chow hall. The second storm (Typhoon Viper), I ate "K" rations at "Sky One." I can still see the bow of our ship digging her nose into those 20-40 ft waves and disappearing right up to the # One turret, when she came back up it looked like Niagara falls. I want to tell you those typhoons scared me more than the campaigns we later went thru!"

Ralph Gillum 43/45
USS WISCONSIN
Fire Controlman 2nd
Mark 37 Director, Starboard Side
Everett, MA.

"My name is Dick Horton -

I was a GM2/c, 5th Div. 5" Mount #5, midships, starboard side. That is where I was most of the time during that typhoon. From that location, midships, two decks up, I always had a great view of what was going on. I vividly remember trying to fuel the USS SPENCE and the seas being too rough to complete the job. She was either too close to us, or too far away, never stable enough to complete the job. Because of the necessary speed to maintain direction, the seas running between the two ships was a deterrent rather than a help.

I also remember the waves breaking over the bow and flight deck of the large carriers that were part of the fleet at that time. Towards the end of that typhoon we were heading into the storm to maintain speed and headway to ride the storm out, and some of the destroyers had a difficult time keeping up because of the rough seas. One in particular turned back, and as it did, rolled over, and I believe went down. I have no idea what the number or name of that Destroyer was. It all happened so fast that it is all still a blur both in my memory and in it's actuality.

Because of our size and weight, rough seas did not usually make the Jersey pitch and roll as much as in smaller ships. However, during this storm I remember eating chow in a rolling chow hall, with our trays sliding around, and the food sliding from section to section. Sleeping, or trying to, was also different of course. I've always been able to sleep on a picket fence which I'm sure is a result of living on board ship. (I still can). I remember the thrill of the storm as well as it's beauty. When it was over, the calm was as beautiful as its anger."

GM 2/c Dick Horton
5th Division
USS NEW JERSEY

"I was on the lookout tower during the storm. I remember seeing the bow of the ship go under water as deep as Turret #1. Many of the crew were seasick during the storm, but I was lucky not to be sick; I just kept on eating... I think my shipmates were about to throw me overboard in retaliation!"

Harold Krasnick
Seaman first class - Lookout
USS NEW JERSEY from 1943 to Jan. 1946
Pottstown, PA.

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"My name is Don Truluck, and I took that ride aboard USS WISCONSIN. For three days or so all we had to eat was sandwiches and coffee. We were walking on the bulkheads, the mess hall had 4" of water going from side to side, and our head was in the back of the ship. In order to get there we had to go thru the aft mess hall, we would wait for the water to level out amidships, make a dash for the next stanchion, and some guys ended up on the bulkhead.

I was in # 3 fire room, we still had to stand our watch. I had to hold on to an oil pipe in order to stay in front of the boiler, and we had to put the steam drum on auto to keep the water level.

When not on watch we could slip up to Officer's country, find a port hole and look out. You had to look up to see the top of the waves, some as high as a hundred feet at times. It took a radar screen off the top of mast, we

lost 20MM gun's from the fantail, life lines, airplanes, and most everything else that was on deck. We were also told some tin cans ran out of fuel and we couldn't help them, in good weather we refueled them.

I hope this will help you, it's hard to explain what it was like, for a true picture you would have to go thru one of those things. Even then it's hard to believe that waves can get that high, wind can blow that hard, and that a ship could weather such a storm.

I made WT 3/C, but never got it, I think I will bill the Navy for back pay. Discharged April 2nd 1946. I am an original USS WISCONSIN plank owner. We are a dying breed, not many left, looks like the Wisconsin will out live us all. First crew, 4/16/44 to 4/2/46, and we were in Tokyo bay when they signed the paper."

**Don Truluck
USS WISCONSIN
Fireman First Class
Annapolis, Maryland**

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

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

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

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

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

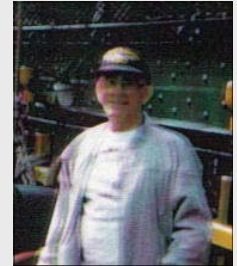
**Leo J. Cox
USS NEW JERSEY
Vail, Arizona**

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

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



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

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

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

At the height of the storm we arrived at the storm's eye, and what a sensation after total roaring noise for so many hours! We then opened the hatches to be greeted by complete quiet and calm, surrounded by a storm wall of thousands of feet, and with blue sky overhead. The fresh air felt great, and we must have smelled real bad, being cooped up for so long. This lasted for 20 minutes when we had to button up again. They later told us that the wind gusts reached over 200 knots and the seas were over 100ft."

USS NEW JERSEY - "Sky 1" Director - Fred Meseck, FC3/c FA Division, Paramus, New Jersey, and Dwight S. Jacobs, Jr., FC2/c FA Division, Long Beach, California

"I remember that exactly a week before Christmas of 1944, I was stationed in a large ship, in a large task force (task force 38), and being far from home.

I don't recall whether we were at general quarters or on watch, but I do know that I had a very tough time getting from my berthing area on the 2 deck, and navigating ladders up to the 05 level. My stations were either in "Sky 1," or "Sky 3" where I had a bird's-eye any time, and a very wet view of this horrific storm. I also remember that the spray from the sea came all the way up to the 05 level and we had to keep the hatches closed.



Fortunately we could get to the 05 level thru the superstructure, but once there we had to make it across the drenched and windy weather deck, and then up the vertical ladder to enter the director. I had to stand up the entire watch (as a rangefinder operator) just holding on and trying to keep my balance. The South China Sea had been rough for a day or so, and I had watched us attempt to refuel a couple of destroyers (without success), and to take on fuel from a tanker. It was impossible to hold course and several fuel lines were ruptured. It was frightening to watch the deck hands trying to secure lines - and failing.

We watched helplessly as the small destroyers rolled and rolled. We watched as the carrier Cabot ditched some of her planes. When it was over we were all shocked and sick to learn of the loss of the Hull, Monaghan, and Spence. One of these destroyers was in our task force. I don't recall which one.

I was very grateful that we had the stability of a 35,000 ton ship and not riding out that storm in a ship of only 2,000 tons. Realizing afterward that there were over 900 fellow sailors in the water with very little likelihood of being picked up... no one could contemplate the loss of so many people in a non-engagement situation."

FC3 Richard Silvers

GQ - "Sky 1" Director

USS SOUTH DAKOTA (BB-57)

King of Prussia, Pennsylvania

(Rich Silvers is a volunteer today aboard Battleship New Jersey)



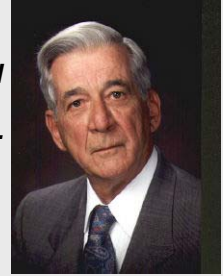
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"My name is Don Easton. I wasn't on the Wisconsin in that storm, but I was on USS MARSHALL, (DD-676,) a Fletcher Class destroyer. I was on MARSHALL from Commissioning to Decommissioning during WWII. I came on board as Radioman 3rd class and left her as RM1c. We were operating with TF 38/58. Our ships clinometer registered a roll of 61 degrees to port in that storm, and if memory serves me correct, three destroyers capsized in that typhoon, having gotten into the dangerous semicircle. They were the SPENCE, the MONAGHAN, and the HULL.

I remember reading somewhere that this particular storm did more actual damage to our fleet than was wrecked at Pearl Harbor."

Don Easton

Clarks Summit, Pennsylvania



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

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

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

MM 3/c Frank Keenan

USS NEW JERSEY

Merrill, Michigan

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

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

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

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

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

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

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

Larry N. Welsh, YNC, USN Retired - Oct 1, 1962

USS NEW JERSEY

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

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“TYPHOON COBRA (LOCATION NORTH OF LUZON) - DECEMBER 17, 1944

The winds were high and the sea was rough. We attempted to refuel the USS SPENCE but when she came along side, she was being tossed about so much that it was impossible for her to keep a straight course. We had the fueling hose over to her, but was broken because of heavy sea. We secured all attempts to refuel.

DECEMBER 18, 1944 - All watches on the main deck were secured and shifted to the superstructure. No one was allowed on the Main Deck. The wind was increasing steadily, and the sea was getting rougher. The waves were breaking over the main deck.

We were traveling 12 knots, engine at 72 RPM. At about noon time the wind increased to 96 knots. The spray from the sea was so thick that visibility was only about 25 to 35 feet. No other ships were in sight. The ship was rolling at a 25 to 30 degree angle. It was rolling so bad that we had to sit on the mess hall deck, and try to hold our supper food tray from sliding away. No tables could be set up.

Although we could not see any ships in our force, no doubt, they were taking more of a beating than we were! We got reports that three destroyers had capsized and sunk, it was impossible to change course to look for survivors.

DECEMBER 19, 1944 - Winds had died down, the sea still rather rough. We refueled from a tanker and refueled Destroyers. Planes were sent out to look for survivors from the sunken Destroyers, a few were picked up. Got reports later that there were a total of 98 survivors out of approx 900 men.”

FROM MY LOG BOOK DURING MY TOUR OF DUTY ABOARD “BIG J.” JANUARY 1944 THRU JANUARY 1946.

Albert C. Graceffa EM/3c



“On the morning of 17 Dec 44 the fleet knew we were in trouble when we started receiving very heavy seas. The larger ships, BB's, CV's and cruisers were refueling destroyers at that time and we tried to refuel as many as possible. The seas became too heavy and we had to discontinue. I was a young S1/C and my watch station was as a talker for the Air Defense Officer. This station is the tub that surrounds the 11th superstructure deck. It is the area outside the switching station for the forward main battery director. I had the 8-12 duty that morning when things started to get bad. We were taking green water over the bow. There were two sailors sitting on top of turret two. There was a gigantic wave that almost washed these two overboard. If it hadn't been for periscopes projecting upward that they could catch onto they would have been gone. This is the only time in nearly two years at this station that I ever took salt spray in my face.

The seas were so rough that the cooks could not prepare hot food. We were reduced to eating cold sandwiches and coffee. The dining tables had folding legs and we were rolling and pitching so badly that we couldn't use them, they would collapse from the motion. We were limited to sitting on the deck or holding on to a stanchion to eat.

As far as sleeping. I don't remember having any trouble, but a lot of the guys put their bunk straps around them to make sure they didn't roll out. When it got dark the fleet spread out considerably. I had a late watch (probably 12-4), when we suddenly discovered a carrier astern and to our port side. This was immediately reported to the bridge and the carrier was contacted. Her gyroscope or something in her navigation system had malfunctioned and she had not discovered it. During this time no guns below the 5th superstructure deck were manned.

As far as I know our greatest roll was 20 degrees, but it was scary at the Air Defense Station. On a roll to starboard you could look straight down into the water. On a Roll to port you were hanging on for dear life to keep from falling flat of your back. During the typhoon the U. S. Navy suffered more damage and lost more ships than the Japanese had inflicted in any single engagement since Pearl Harbor. We lost the destroyers HULL, MONOGHAN and SPENCE. Many of the ships were damaged and some of the carriers had their flight decks rolled back. After the typhoon was over we went back through the area and did pick up a few survivors from the three destroyers we had lost.”

Joseph B. James S 1/c FM Div. - USS WISCONSIN (BB-64) - April 1944 to April 1946 - Poteet, Texas

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“My name is Herman Schnipper, and I served in USS ASTORIA CL-90, a light cruiser, in World War II as ship’s photographer. I also served aboard USS WISCONSIN in 1947 as a reservist on a midshipman cruise, and again as ship’s photographer.

The below photos were taken on December 19, 1944 aboard USS ASTORIA as the weather started to clear. In these pictures, you can see the A-Div crew trying to secure the typhoon damaged seaplane. The seaplane was later pushed over the side, because it was so badly damaged.

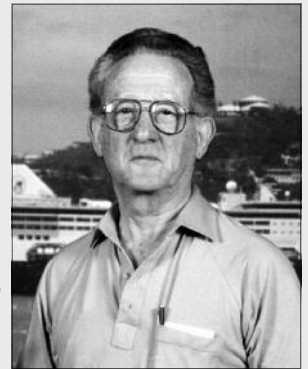
The typhoon was so intense, that we were prevented from going topside for fear of being washed overboard. I could not use my photo equipment during the typhoon because of the soaking rain and heavy seas. If you looked up, you would see a wall of water come crashing down over the ship.

We were not able to use the hatchways and the water tight doors were too hard to handle. I was being slammed against the bulkheads as I managed to slowly make my way down the ship’s passageways as it rolled and pitched—as if it were a cork on the open seas.

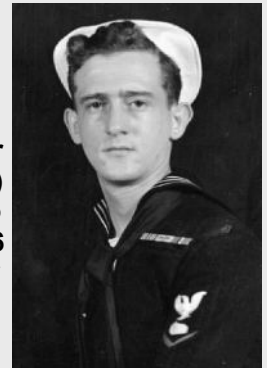
I managed to reach the bridge, where I could read the inclinometer. It indicated how much the ship was rolling before it would capsize, which it came very close to doing.

I then tried to take pictures of the surrounding seas and ships from the bridge, but I could not see through all that water for almost two days. It was not until the third day that it began to clear up.

The 3rd Fleet lost 790 dead and missing to the weather and human errors.”



Photographer 3/c
Herman Schnipper
USS ASTORIA (CL-90)
February 1944 to
April 1946
Hackensack, New Jersey



(Editor’s Note:

Crewmen shown above are wearing the belt-type inflatable canvas life preservers that were common at that time. It has been reported that the heavy loss of life in *Typhoon Cobra* may have been caused in part by these inadequate belt-type life preservers that were issued to the sailors.

It was also reported that all but one of the 55 men that were rescued by USS TABERER (DE-418) wore the new, kapok-filled life jackets rather than the life-belts shown above.)

(Photos are from the collection of PH/3c Herman Schnipper, ship’s photographer USS ASTORIA (CL-90))



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

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

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

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

“December 17 - Sunday

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

December 18 -

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

December 19

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

December 20

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

December 21

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

1030- GQ

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

THE JERSEYMAN DECEMBER 2003



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

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

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

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

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

Gordon J, De Corsey

Bos'n Mate 2nd class. 5th. Div.

USS NEW JERSEY Plankowner, 1943- Sept 1945.

Antelope, California

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

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

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



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

THE JERSEYMAN DECEMBER 2003

Charles H. Wiggins was an 18 year old seaman aboard **USS WISCONSIN**, and sent his account of Typhoon Cobra that was written for a local Florida newspaper in October of 1996.



“By dawn, the ship was rolling and pitching so badly it was impossible to move about without holding on to something. You’d take a step and grab something else. The waves were estimated to be 60 to 75 feet high.

Visibility was down to almost zero. The rain was so heavy and the wind in the superstructure and rigging was making such a foreboding high-pitched sound. It was impossible to go out onto the main deck, as it was awash with those tremendous waves crashing over the bow.

The chief Boatswain’s mate reminded me I had a four-hour lookout watch to pull in the “foretop.” This is an open lookout station at the highest point on the ship just forward of the mainmast and above the bridge. The foretop lookout station could be reached only by an outside ladder on the port side of the tower. I asked the Chief if he couldn’t have that lookout watch secured because the storm was so intense. His reply: “You will stand your watch.” ... The waves towered like mountains around the ship, which was rolling more than 35 degrees... I waited for the ship to start making its roll to starboard, and when it was momentarily vertical, I started my long climb, hoping I could reach the top before it started its roll back to port. When I reached about the halfway point, the ship began to roll back to port... I looked down and wa terrified to see nothing but raging sea below me... When it reached the vertical, I lost no time climbing the rest of the way to the foretop... the lookout on duty was anxious to be relieved, and waited like I did for the ship to roll to starboard and he took off...

...On the third day, the winds and seas started to subside and we ventured out onto the main deck to survey the damage. All whale boats were smashed to matchwood. The barrels of all 200 mm guns on the forward deck were twisted into grotesque shapes. All the ladders from the main deck to the superstructure were torn away; and most all gear and life rafts secured on the main deck were swept away. And three sea planes on the after deck were destroyed and swept overboard...”

**Charles H. Wiggins
USS WISCONSIN (BB-64)
Sebring, Florida**

“My name is Edward F. Zaremba. I was assigned to the USS NEW JERSEY in April 1943, before she was commissioned. I served aboard from May 23, 1943, the day she was commissioned as FN 1st Class in L Div, and M Div, until January 1946.

I vividly remember the typhoon that hit us Dec 18, 1944. I was on the main deck when the waves started coming over the sides and the wind was furious. My duty that day was lookout at the aft lookout tower. We were trying to refuel some destroyers that day. When the destroyer SPENCE came along side it was bobbing up and down like a cork. We tried throwing them lines but it was impossible. I could see the ships from the lookout tower... the way they were being tossed around and you felt they didn’t stand a chance of staying afloat.

We headed south for the China Sea trying to get out of the storm. The galley was closed so we had Spam sandwiches and tomato soup for the next 2 or 3 days. I found out later that the SPENCE capsized along with two other ships. After three days in the China Sea, we were all grateful we had survived and headed back to our base at Ulithi. From the first time I laid eyes on the Jersey, I knew I would be coming home safe and sound, and that the ship was blessed with good fortune.”

**Fireman 1/c Ed Zaremba
USS NEW JERSEY
Plankowner - May 23, 1943 to January 1946 - Atkinson, New Hampshire**



THE JERSEYMAN DECEMBER 2003

Quartermaster First Class Mike Bak was a crewman aboard USS FRANKS (DD-554), and said they came very close to experiencing the same fate as HULL. The following excerpt was from an oral history Mike provided to *The Jerseyman*, and originally written for Naval History Magazine in the Fall of 1990...

"The weather got worse and worse, the winds stronger and stronger. Visibility was very poor, and the waves were mountainous. The seas were so high that you could not see any ship in the formation. I saw fellows in the water, but we couldn't help them, because our whaleboats were ripped away. We couldn't steer the ship.

One time I was actually climbing on the pilothouse bulkhead, almost walking on it as the ship rolled over to one side. As the ship rolled back the other way, we walked down one side and up the other. I remember distinctly one time where the ship rolled so far to the side and stayed there for a full minute - it just froze there. Then the ship slowly came back, and we started rolling again. My guess is that the maximum roll was close to 80 degrees. I thought we were going to take water into the stacks. As the storm eased, so did the rolling, and we steamed to Ulithi Atoll afterward to get our damaged topside repaired."

QM1 Michael Bak
USS FRANKS (DD-554) - Fletcher class Destroyer
Surf City, New Jersey



(Note: Readers may recall that USS FRANKS (DD-554) was also the destroyer involved in a collision with USS NEW JERSEY in April of 1945. Mike Bak was aboard FRANKS that day as well, and the collision story will be told in the April 2004 issue of *The Jerseyman*.)



"I was originally part of the USS WYOMING crew. They needed more men for NEW JERSEY, so on December 31, 1943 at about 2100, I was in a whale boat and headed out to meet the ship. My GQ station on NEW JERSEY was as a Trainer in 5" mount #3. At the time of Typhoon Cobra, I was a 5th Div Seaman 1/c and we were part of the fueling crew trying to fuel USS SPENCE on the starboard side. The 5th Division was in charge of all the 5" gun mounts on the starboard side, plus deck duty and fueling. For about 20 minutes the ships lunged in and out and it was tough going. We had a 3" hawser to her and the oil hose attached, but then it finally parted, we had oil all over, and all that held us together was the 3" line. We had about 5 or 6 of our men from 5th Division with terrible hand burns from trying so hard to hold the fuel lines in place, and the lines were running hard through their hands. Hewins was in charge, and he chopped the line with an axe to set the ships free. I can still remember seeing the crew aboard SPENCE when the line got chopped. I can also tell you that NEW JERSEY went through the eye of the storm. We had about 1/2 hour of calm. The sea was like a pool table, and then it hit us all over again. Because of the seas, they couldn't have the tables up in the mess deck either. We held on to our trays and tried to sit in the fold out seats along the bulkheads. The mess deck GI cans were rolling around the deck, waves were braking over the #1 Turret and aircraft carriers had their bow decks awash.

You know, about 6 months later, we were in Typhoon Viper too. That was when PITTSBURGH lost her bow. They were very tough rides."

Jack Moritz, 5th Division
Coxswain USS NEW JERSEY Dec 31, 1943 to February 1946.
Fort Myer, Florida

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Master Chief Tom Helvig, USN (Ret.) - Volunteer Writer/Editor *The Jerseyman*

**THE JERSEYMAN
DECEMBER 2003**

“13 February 1945

From: Commander in Chief, U.S. Pacific Fleet
To: PACIFIC FLEET AND NAVAL SHORE ACTIVITIES, Pacific Ocean Areas
Subj: Damage in Typhoon; Lessons of

1. On 18 December 1944, vessels of the Pacific Fleet, operating in support of the invasion of the Philippines in an area about 300 miles east of Luzon, were caught near the center of a typhoon of extreme violence. Three destroyers, the Hull, Monaghan, and Spence, capsized and went down with practically all hands; serious damage was sustained by the CL Miami, the CVL's Monterey, Cowpens, and San Jacinto, the CVE's Cape Esperance, and Altamaha, and the DD's Aylwin, Dewey, and Hickox. Lesser damage was sustained by at least 19 other vessels, from CA's down to DE's. Fires occurred on three carriers when planes were smashed in their hangars; and some 146 planes on various ships were lost or damaged beyond economical repair by the fires, by being smashed up, or by being swept overboard. About 790 officers and men were lost or killed, and 80 were injured. Several surviving destroyers reported rolling 70 deg or more; and we can only surmise how close this was to capsizing completely for some of them. It was the greatest loss that we have taken in the Pacific without compensatory return since the First Battle of Savo.”

(The Admiral Nimitz letter further provided “**RULES FOR MANEUVERING IN A CYCLONE,**” plus a table (below) showing the trim state of **Farragut** Class destroyers **HULL, MONAGHAN, DEWEY, AYLWIN,** and **Fletcher** Class destroyers **SPENCE,** and **HICKOX** during **Typhoon Cobra.**)

4. “The following conditions were typical during the typhoon:
- (a) Visibility zero to a thousand yards.
 - (b) Ships not merely rolling, but heeled far over continually by the force of the wind, thus leaving them very little margin for further rolling to leeward.
 - (c) Water being taken in quantity through ventilators
 - (d) Switchboards and electrical machinery of all kinds shorted and drowned out, with fires from short circuits. Main distribution board in engineer room shorted by steam moisture when all topside openings were closed to keep out water.
 - (e) Free water up to two or three feet over engines or fireroom floor plates, and in many other compartments. It apparently all came in from above; there is no evidence of ships' seams parting.
 - (f) Loss of steering control, failure of power and lighting, and stoppage of main propulsion plant. Loss of radar and of all ability to communicate.
 - (g) Planes on carriers going adrift, crashing into each other, and starting fires.
 - (h) Wind velocities and seas that carried away masts, stacks, boats, davits, and deck structures generally, and made it impossible for men to secure gear that had gone adrift, or to jettison or strike below topside weights when the necessity became apparent. Men could not even stay up where they would have a chance of getting clear of the ship.
 - (i) Manuevering up to the time of sinking, in the attempt to maintain station, buy all ships that were lost. DEWEY, saved by apparently a narrow margin, had given up the attempt.
 - (j) The storm “taking charge” and making impossible various evasive and security measures which might have been effective at an earlier stage.
 - (k) Testimony that the ships lost took a long roll to leeward, varying from 50 Deg to 80 Deg, hung there a little while, and then went completely over, floating a short time before going down.”

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6. See table below.

CLASS	All of Farragut Class				Both Fletcher Class	
	Hull	Monaghan	Dewey	Aylwin	Spence	Hickox
Outcome	Sunk	Sunk	Survived	Survived	Sunk	Survived
Fuel on hand (app)	70 percent	76 percent	(?)	80 percent	15 percent	14 percent
Water ballast	No	No	Yes	(?)	Very little	Fully ballasted
Fuel to high side	No	No	Yes	Yes	No	(?)
Cond. "A" taken	Yes	(?)	Yes	(?)	No	(?)
Top weight jettisoned or below	No	(?)	Yes	(?)	(?)	(?)
Free water in ship	Yes	(?)	Some	Yes	Yes	Some
Rolled and recovered	70deg	(?)	75deg	70deg	Hung at 50deg then capsized	70deg

"18. In conclusion, both seniors and juniors must realize that in bad weather, as in most other situations, safety and fatal hazard are not separated by any sharp boundary line, but shade gradually from one into the other. There is no little red light which is going to flash on and inform commanding officers or higher commanders that from then on there is extreme danger from the weather, and that measures for ship's safety must now take precedence over further efforts to keep up with the formation or to execute the assigned task. This time will always be a matter of personal judgment. Naturally no commander is going to cut thin the margin between staying afloat and foundering, but he may nevertheless unwittingly pass the danger point even though no ship is yet in extremis. Ships that keep going as long as the severity of wind and sea has not yet come close to capsizing them or breaking them in two, may nevertheless become helpless to avoid these catastrophes later if things get worse. By then they may be unable to steer any heading but in the trough of the sea, or may have their steering control, lighting, communications, and main propulsion disabled, or may be helpless to secure things on deck or to jettison topside weights. The time for taking all measures for a ship's safety is while still able to do so. Nothing is more dangerous than for a seaman to be grudging in taking precautions lest they turn out to have been unnecessary. Safety at sea for a thousand years has depended on exactly the opposite philosophy."

Signed: C.W. Nimitz

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USS SPENCE (DD-512)

“after a deep roll to port about 1100, Spence capsized and sank. Only 24 of her complement survived. Hull (DD-350) and Monaghan DD-354) were also sunk in the typhoon. Spence was struck from the Navy list on 19 January 1945.”

(Source: Dictionary of American Fighting Ships)

Lt. (jg) A.S. Krauchunas, SC, USNR, was the supply officer aboard USS SPENCE, and the only officer of the crew to survive. Following is an excerpt from a letter dated 28 February 1945, that Lt. Krauchunas sent as “Senior Survivor” to all families of USS SPENCE crewmen that were lost on December 18, 1944.

“The SPENCE was carrying out a mission of war with other vessels which included the ill-fated HULL and MONAGHAN. There was little warning of the vicious typhoon which struck us with great violence. The seas were mountainous and the wind was estimated to be about 110 knots. There was no indication of the ship capsizing until it was caught in the trough of the huge swells. The tremendous waves were beating us unmercifully with water washing over the entire main deck. The men had been advised to seek shelter several hours before the disaster to prevent their being washed overboard. The ship, unable to combat the sea any longer, rolled over on her side and continued until she was turned completely over, thereby trapping all the men below the main deck, and those who were in enclosures such as the engine room, fire room, radio room, etc. Only those who were topside at the time of capsizing were able to jump into the water. The violent seas pounded us terrifically. We were at the mercy of the seas for two to three days before being picked up.

At the time of capsizing, Robert was not able to get off the ship into the water. He was not seen by any of the survivors at any time after the ship rolled over. Extensive and careful searches were made the following days by surface vessels and aircraft for the survivors. Since there was no land within several hundred miles, it was quite impossible that anyone could have survived if he were not picked up.

The U.S.S. SPENCE had been a member of the “Little Beaver Squadron” which, after many hectic encounters with the enemy during the early stages of the South Pacific Operations, molded strong ties of friendship and understanding. During the past few months, the kinship of the men and officers of the U.S. S. SPENCE and its sister ship, the U.S.S. DYSON, became more binding during an operation that separated us from the rest of the “Little Beavers”. At 9:30 a.m., 22 December 1944, services were held aboard the U.S.S. DYSON in honor of the men and officers of the SPENCE who lost their lives in honor of their country. All men and officers of the DYSON attended these services and wish to extend they sympathies and share your great sorrow.”

We sincerely thank Mr. Richard Strand for permitting *The Jerseyman* to quote from this letter sent to his parents. At the end of the letter, Lt. A.S. Krauchunas listed his home as Kalamazoo, Michigan. According to Mr. Strand, Lt. Krauchunas passed away in 1994.

USS WARRINGTON (DD-383)

The Jerseyman was also advised of another storm that occurred with heavy US Navy loss of life in World War 2. This loss was due to an Atlantic Ocean Hurricane. On September 13, 1944, **USS WARRINGTON (DD-383)** was lost at sea, with the loss of 247 officers and crew. There were 68 survivors...

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TYPHOON "VIPER" - JUNE 5, 1945

From the middle of December of 1944 to early June of 1945, two major Pacific Typhoon's took their toll on the US Navy, and "*Typhoon Cobra*" was only the first. The second was known as "*Typhoon Viper*."

It seems though that with any tough situation, USN sailors can always be counted on for a bit of humor. Like when **USS PITTSBURGH (CA-72)** lost 100 feet of her bow, and the bow section continued to remain afloat during *Typhoon Viper*. Stories are told that the crew of **PITTSBURGH** decided that since their ship was named **USS PITTSBURGH**, then the floating 100' bow section of their ship should be named **USS McKEESPORT** - (a suburb of Pittsburgh.)

Thanks to a tremendous effort by her damage control party, **PITTSBURGH** managed to make her own way to Guam for temporary repairs, and she made the trip without her bow. The capsized bow section was later retrieved by two tugs and towed to Guam.

(With thanks once again to the Naval Historical Center Photographic Section, we are able to include these photos of ship damage to **USS PITTSBURGH (CA-72.)** during *Typhoon Viper*.)

Photo # 80-G-325746 USS Pittsburgh en route to Guam after losing her bow, June 1945



Photo # NH 98250 Bow of USS Pittsburgh under tow after it broke off in a typhoon, 1945



Photo # NH 98249 USS Pittsburgh at Guam after losing her bow in a typhoon



THE JERSEYMAN DECEMBER 2003

AN INVITATION...

We regret that because of limited space, some stories sent for "**Typhoon Cobra**" could not be included in this issue. However, we ask that you please keep sending your typhoon stories... it is planned to include them in future issues of *The Jerseyman*. All story "stragglers" are welcome at anytime! Just keep them coming!

The great response to our request for "**Typhoon Cobra**" stories and photographs from veterans all over the country, prompts us to ask for more. We are asking for stories and photographs from sailors and Marines in the Pacific Theater at the end of the war on August 15, 1945... This is what we are looking for:

Where you were when you first heard the news that World War 2 was over
Your rank/rate/rating
Your ship, division or unit,
What you recall from the day the war ended
How long had you been in the service
A specific WW2 incident that you can remember over all the others
Your photograph today, and a photograph from "yesterday"

The idea for an end of the war story in the Pacific, was prompted by a letter received from **Mr. Gordon McBride** of Castro Valley, California. He sent along a short story, a copy of **USS NEW JERSEY's** deck log dated Tuesday, 14 August, 1945, and the notated photo below of **USS NEW JERSEY** and **USS ALTAMAHA (CVE-18)** taken on that day - August 14, 1945. Both ships are peacefully at anchor in Apra Harbor, Guam on the day before the war in the Pacific officially ended. (Escort carrier **USS ALTAMAHA** was also heavily damaged in "**Typhoon Cobra**.") Many thanks for this photo and another look back at history to shipmate McBride!

Note: *The Jerseyman* is continually on the lookout for stories from sailors and Marines that served aboard **USS NEW JERSEY (BB-62)** at anytime from 1943 to 1991. If your ship steamed with **USS NEW JERSEY** during WW2, Korea, Vietnam or through the Cold War, we also want to hear from you. So if you have thought about writing your story before, please do it today. Send your story to the Operational Archives at the Naval Historical Center (see our September 2003 issue), or to *The Jerseyman* at:

The Jerseyman
62 Battleship Place
Camden, NJ 08103

Or, please email to: THelvig@aol.com - Thanks!



We Remember...

Navy Hymn

*Eternal Father, strong to save,
 Whose arm hath bound the restless wave,
 Who bidd'st the mighty ocean deep,
 Its own appointed limits keep.*

*Oh hear us when we cry to Thee,
 For those in peril on the sea!*



www.loc.gov/folklife/vets

(From a bumper sticker...)

***“If you can read this, thank a **teacher**...
 If you are reading it in English, thank a **Veteran**”***



“One Nation, Under God...”