

*"We will always remember. We will always be proud.
We will always be prepared, so we may always be free."
President Ronald Reagan
June 6, 1984 - Normandy, France*



**July
August
September
2004**

"Rest well, yet sleep lightly and hear the call, if again sounded, to provide firepower for freedom..."

THE JERSEYMAN



Long Beach, California...December 28, 1982
President Ronald Reagan at the
4th Recommissioning of USS NEW JERSEY (BB-62)

"... Well, the New Jersey today becomes our 514th ship and represents our determination to rebuild the strength of America's right arm so that we can preserve the peace.

After valiant service in Vietnam and after saving the lives of countless Marines, the New Jersey was decommissioned in 1969. During that solemn ceremony, her last commanding officer, Captain Robert Peniston, spoke prophetically when he suggested that this mighty ship,

***"Rest well, yet sleep lightly;
and hear the call, if again sounded,
to provide fire power for freedom."***

Well, the call has been sounded. America needs the battleship once again to provide firepower for the defense of freedom and, above all, to maintain the peace. She will truly fulfill her mission if her firepower never has to be used.

Captain Fogarty, I hereby place the United States Ship New Jersey in commission. God bless, and Godspeed."




***In Memory of
President Ronald Wilson Reagan
Commander In Chief***

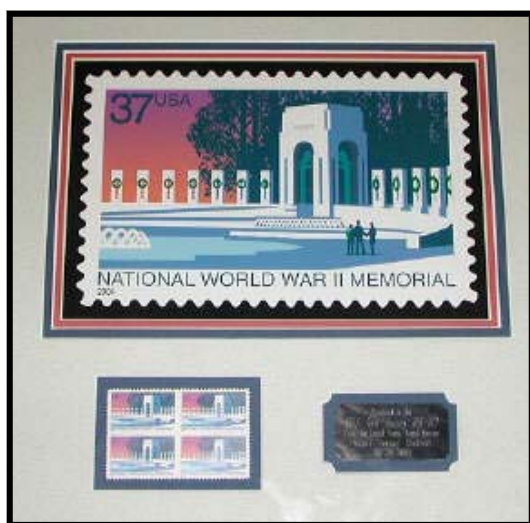
THE JERSEYMAN



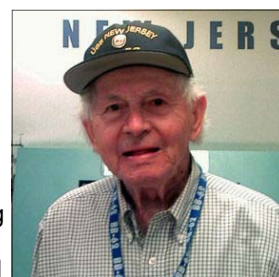
In May 29, 2004, formal dedication of the WW2 National Memorial took place in Washington, DC. The event was simulcast to the Battleship New Jersey Memorial and Museum, with an audience estimated at well over 1,100 WW2 Veterans and their guests, plus 800 guests that were general public attendees.

In added commemoration, a WW2 Memorial stamp plaque from the US Postal Service was presented to the ship. Accepting the plaque on behalf of the ship were World War II veterans and ship's volunteers:

Sam Kuncevich
Al Lynch (with plaque)
Marty Waltemyer
George Hunt



Bob Cassel has been a restoration volunteer since **NEW JERSEY** first came up the Delaware river. He travels to the battleship **NEW JERSEY** every Thursday, and also stays active as the Writer/Editor of "The Hoodlum" a newsletter for his old outfit, the 94th Infantry Division, 301st Infantry Regiment. He makes his home in Sewell, New Jersey, and said: "*We built that home back in 1950.*" When Bob was drafted in April of 1941, he and his wife "*had some trouble making it on \$21 a month,*" so he decided to take the test for OCS and passed. He served with the infantry, and was the 1st Battalion Operations Officer for the 1st Bn, 301st Regiment. He discharged from the army as a Captain in October of 1945, seeing service in the European Theatre of Operations (ETO,) and including the Battle of the Bulge. Among other decorations, Bob wears a Bronze Star with 2 clusters. He mustered out at the end of the war in October of 1945, and then spent some time in the National Guard and Reserves. Thanks to great research by Archives Manager Bob Walters, it's been determined that shipmate **Bob Cassel holds two honored positions aboard NEW JERSEY as our most "Senior" World War 2 veteran, and the most "Senior" volunteer on the ship.** Bob is 89 and will be 90 in November. It is our honor to volunteer alongside of you shipmate, and we **thank you** for your example and your service...



Battleship NEW JERSEY Museum and Memorial can proudly claim more than 30 "Greatest Generation" veterans of World War 2. They serve aboard this ship each day as volunteers, and we thank them all for their World War 2 service, and their sacrifice.

We also paused in reflection and remembrance of the more than 400,000 Americans that fought across two oceans and did not return from World War 2.

"All gave some. Some gave all."

THE JERSEYMAN

WORLD WAR II VETERANS - Statistical Information

(Historic and perspective excerpts provided by the Department of Veteran's Affairs)

Approximately 16.5 million men and women served in the armed forces during the World War 2 period, September 16, 1940 through July 25, 1947.

- These participants represented one-third of the then male population 15 years and older.
- Among the more than 16 million WW II service men and women, 70% served in the Army (including Army air forces), 26% in the Navy, and 4% in the Marines.
- Approximately 73% of WW II military personnel served overseas.
- Approximately 407,000 American service men and women died while in service during WW II, including 292,000 battle deaths and 115,000 other deaths. The total death number includes 79,000 who were lost in combat and never recovered. Another 672,000 suffered non-fatal wounds.
- Among males 15 years of age or older in each state and District of Columbia, the percentage of WW II participants was highest in the District of Columbia and Nevada (43% each), followed by Utah (41%), New Mexico (39%), Arizona (38%), California (37%).
- There were 464 WW II Congressional Medal of Honor recipients, of whom 50 were still living as of mid-April 2004. Their branches of service were 286 Army, 82 Marine Corps, 57 Navy, 38 Army Air Corps, and one Coast Guard.
- There were 130,201 WW II POWs, of whom 14,072 died while they were POWs. Approximately 33,050 were estimated to be living at the end of 2003.

World War II Veterans Today

- In 2003, there were 4,370,000 living WW II veterans.
- WWII veterans accounted for 17% of the total 2003 veteran population of 25,179,000.
- For 90 percent of WWII veterans, WWII was the only war in which they served.
- In 2003, the median age of WW II veterans was 80.1 years: there were 1,946,000 under age 80; 1,689,000 age 80 to 84; 607,000 age 85 to 89; 113,000 age 90 to 94; and 15,000 age 95 and over.
- There were 4,173,000 male and 197,000 female WW II veterans in 2003.
- WW II veterans are estimated to be dying at a rate of slightly more than 1,000 per day.

Tomorrow's World War II Veterans—Projections

- The WW II veteran population is projected to decline to less than 3.7 million by Mid-August 2005, the 60-year anniversary of Japanese acceptance of Allied peace terms.
- In 2005, WW II veterans are projected to make up 15 percent of the total veteran population and have a median age of 81.8 years. By 2020, WW II veterans are projected to make up one percent of all veterans and have a median age of 94.2.
- Among all males aged 75 or over in 2005, 50 percent will be WW II veterans, while 1.5 percent of all women of that age will be WW II veterans.

Where Do World War II Veterans Live?

- In 2003, the five states with the largest number of WW II veterans were California (434,600), Florida (405,000), New York (257,800), Pennsylvania (256,600) and Texas (244,200).
- In 2003, the five states with the smallest number of WW II veterans were Alaska (4,400), Wyoming (8,100), North Dakota (9,200), Vermont (9,600), and South Dakota (12,100).
- The state with the highest percentage of WW II veterans among all veterans in the state was New Jersey with 23 percent; the state with the lowest percentage of WW II veterans was Alaska, with 7 percent.

What are the Major Socio-Demographic Characteristics of World War II Veterans?

- According to the 2000 census, 93 percent of WW II veterans were white, five percent were black, and two percent of other races.
- The 2000 census showed approximately 73 percent of WW II veterans were married at that time, 1 percent were separated, 3 percent had never married, 6 percent were divorced, and 17 percent were widowed.
- According to the 2000 census, 40 percent of WW II veterans had at least some college education. More than half the WW II veterans who attended college earned at least a bachelor's degree.

Interments

- From 1973 to September 30, 2003, nearly 790,000 WW II veterans were interred at a VA National Cemetery.

Data Sources

- VetPop2001Adj, U.S. Department of Veterans Affairs, Office of the Actuary.
- Census 2000 Survey, U.S. Department of Commerce, Bureau of Census.
- Historical Statistics of the United States, Colonial Times to 1970, U.S. Department of Commerce, Bureau of Census.
- National Survey of Veterans 2001, U.S. Department of Veterans Affairs, Office of Policy, Planning and Preparedness.
- U.S. Department of Veterans Affairs, Veterans Health Administration.
- U.S. Department of Veterans Affairs, National Cemetery Administration.
- Congressional Medal of Honor Society.
- The American Ex-Prisoners of War Association

THE JERSEYMAN

August 6, 1945 - Col. Paul W. Tibbets, Pilot of ENOLA GAY...



Tuesday, June 8, 2004 -

For the past few weeks, anticipation ran high among World War 2 veterans/ship's volunteers, that Paul Tibbets, Commander of the *Enola Gay*, might visit the ship. They were looking forward to having a chance to meet the man that delivered the final blow that ended World War 2 with Japan, and sent most of them home in 1945. They did get to meet with him, shook his hand, and spoke with him for about an hour today aboard NEW JERSEY...

At about 1100 hours on June 8th, the World War 2 veterans formed themselves up as navy "Side Boys," and prepared to "pipe aboard," General Tibbets as he stepped onto the ship. The honor guard of veterans included **Marty Waltemyer, Sam Kunceovich, Chet Klabe, Mike Timothy, Charles H. Weiss, Walt Riebero, Russell Collins, Bill Smart, Dave Wetherspoon, Walt Burshtin, Ed Cobb, Bill Mitchell, Al Villalobos, Don Walker, Don Beck, Al Saggese...** More than half of our World War 2 ship's volunteer/veterans attended the event, and it was a warm welcome designed to honor and pay tribute to the mission and skill of Gen. Tibbets and his crew.

One of the veterans, Volunteer **Ed Miller**, was a Boatswain's Mate aboard USS COWIE (DD-632) in World War 2. After the war, he further served in the US Air Force from 1949 to 1972 and retired as a SMSGT... It was volunteer Ed Miller that had the fitting honor (and Bos'n skill,) of being chosen to "pipe" General Tibbets aboard NEW JERSEY. Gen. Tibbets was later told, that it was a Navy/Air force man that had piped him aboard. His smiling response was...
"Well, Air Force men can do anything..."

Each of the WW2 veterans met individually with General Tibbets in the Captain's quarters. Each had an opportunity to introduce themselves, identified their service, ship, or unit and exchange a few words. ALL of them began with a sharp salute, and proceeded to thank him for what he did on that fateful day in August of 1945. There were comments of: *"I was on a destroyer in Guam and waiting to go to the Japanese main island... you stopped that, and I want to thank you for probably saving my life."* Another said, *"I remember hearing the word passed that an Atomic Bomb had been dropped on Japan. I remember thinking 'What the hell is an Atomic Bomb?' Now I know, and it is an honor to personally thank you for delivering it."* WW2 veteran/volunteer **Al Villalobos** from Cherry Hill, is now 78 years old. He said *"We were loading up to head to Guam and the invasion of Japan. You saved our lives..."* WW2 Vet and ship's volunteer **Chet Klabe** said, *"We were at sea in the North Atlantic when we heard..."* and so it went with each veteran. General Tibbets was the center of attention for several hours, where he signed his books and photos for the veterans. The questions from the vets were many... he answered all, and showed a fine sense of humor...

Q. We know that you have been asked this many times, but do you have any regrets over dropping the A-bomb?

A. ***"I don't regret any of it. I had a job to do and that was to convince Japan that they could not win the war. I did that."***

Q. How close was the Enola Gay when the bomb went off?

A. ***"First I have to tell you that we trained hard to bring the plane around very sharply after we made the drop. When the bomb (Little Boy) was released, the plane was instantly 9,000 pounds lighter and the nose came up very fast. The turn we made was a 155 degree diving turn to the right, and at a 60 degree bank. You could feel the stick shudder, and the tail was shaking so bad, it was close to coming apart. We felt later that we took more than 2 "G's" in that turn, and we estimate that we were about 10 miles away when the bomb went off... none of us knew what the blast of 20,000 tons of TNT would do to the plane. Nobody had ever seen a blast like that, and the scientists didn't know either. After the first extremely heavy shock wave hit us, and a smaller one soon after that, we knew we would make it through ok."***

THE JERSEYMAN



Q. It's been rumored that when you were a B-47 test pilot after the war, you rolled the bomber - was that true?

A. (Smiling...) *Well, we did fly about 20 miles south, so we could not be observed... You see, when you are a test pilot, you just want to try and make things break. So this was just another test (still smiling.) I was lucky enough to be flying with "Tex" Johnson, one of the best pilots I've ever known. We took the plane into slow rolls, and loops... you might not believe that you could do that with a 6 engine airplane. Tex called the B-47 a fighter with 5 extra engines... and it was."*

Q. Can you tell us about the B-29 that bombed Nagasaki?

A. *The plane was named "Bock's Car," and Commanded by Chuck Sweeney. He and his crew finished it at Nagasaki on August 9th.*

Q. How many B-29's were in your group?

A. *I had 15 brand-new B-29's with special equipment, and we trained very hard from September of 1944 to August 1945. I knew from the beginning that I would fly the first mission, and I hand-picked the others to fly following missions.*



By the special invitation of Governor Juan N. Barbauta, General Paul Tibbets will be the keynote speaker for the 60 year Anniversary of the Liberation of Saipan on June 15, 2004. His Military Service Awards and Decorations include:

- Distinguished Service Cross
- Distinguished Flying Cross with one Oak Leaf Cluster
- Air Medal with three Oak Leaf Clusters
- Purple Heart
- Legion of Merit
- European Campaign Medal
- Joint Staff Commendation Medal
- European African Middle Eastern Campaign Medal with 3 bronze stars
- American Defense Service Medal
- WWII Victory Medal
- Asiatic Pacific Campaign Medal with two bronze service stars
- National Defense Service Medal with one bronze star
- American Campaign Medal
- Air Force Outstanding Unit Award
- Air Force Longevity Service Award with one silver loop



The "Return of the Enola Gay" book that he signed for many of the veterans and volunteers, reads on the cover: *"Colonel Tibbets was solely responsible for the organization, training, and command of the world's first nuclear strike force. On the morning of August 6, 1945, Col. Tibbets flew the Enola Gay into the future by dropping the world's first atomic bomb on Hiroshima."*

As you browse the book, you become aware that General Paul W. Tibbets had a number of "firsts" to his flying credit.

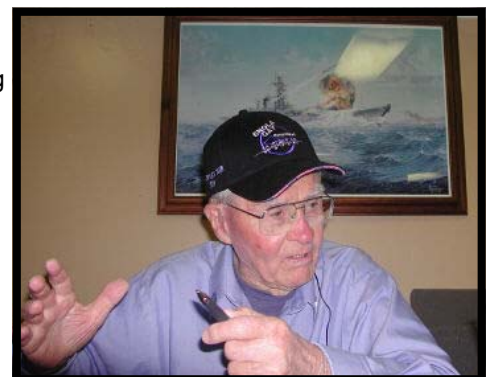


He led the first American squadron of Eleven B-17 Super Fortresses on the first American daylight bombing run against German-occupied Europe in World War 2. This bombing run, (and first American drop of bombs,) fell on Rouen at 1700 hours, August 17, 1942.

"...It was the first of 4,377,984 bombs of all types that the Eighth Air Force would drop on Europe during the next 995 days..."

**("RETURN OF THE ENOLA GAY" by
Brig. General Paul Tibbets USAF, Ret.)**

www.enolagay.org



BGen. Paul Tibbets, USAF/Ret., is 89, and makes his home in Columbus, Ohio.

THE JERSEYMAN

"I was stationed aboard the USS NEW JERSEY during WWII, and it was one of the battle ships in the Task Force 58 Fleet. Our ship was sent to the states for maintenance to repair damage experienced during wartime, and it took two months to repair the New Jersey in the states.

We were at sea when the announcement came over the ship's intercom that Japan had surrendered. I can remember the excitement among the crew when that long-awaited message was delivered! That feeling is hard to describe. I think only service men and women know exactly what I am talking about. The first thing we wanted to do was to call home to be sure our family heard the news! It was both a sense of victory and relief at the same time! The USS New Jersey's crew was ordered to go full speed to Guam Island to pick up Admiral Nimitz. When we arrived at Guam, we were told that President Truman had ordered the admiral to board USS Missouri to sign the Surrender Agreement."

Nathan H. Carithers MM3/c, Anderson, South Carolina
Div.M Eng. Room 2, From Dec. 1943—May 1946 - USS NEW JERSEY

"Our ship had just finished participating in the shelling of Hokkaido (Muroran) with 291 rounds of 16" from our main batteries - along with the Missouri, Iowa, Atlanta and the Dayton (7/15) - then headed south to take on the Hitachi engineering works north of Tokyo (7/17) and still training for going ashore. I had never shot a gun before (my father did not permit his sons to use guns due to an unfortunate hunting accident in his early Wisconsin school days) so we were trying to learn how to use these rifles, etc., when the word came an atomic bomb had been dropped on Hiroshima and it might have some affect on the resolution of the war with the Japs.

All of us were hopeful the result would be a quick surrender and a final peace. I remember writing my army brother in France that he hopefully wouldn't have come to the pacific ...and that 'we'd take care of the situation out here!' Interestingly enough, he had been awarded - in July -- a Silver Star and two Bronze Stars for heroism behind the enemy lines, with the 42nd division.

July 16, 1945 was my 20th birthday...so it was truly an eventful time in my young life. I do remember (on August 8th) that - as a member of Admiral Louis F. Denfeld's staff - somehow some 'torpedo juice' was located, and mixed with coke - it was an awful mixture - but quite RELAXING!"

LT (Jg) Compton S. Jones, Sr. , USS WISCONSIN, GQ Sta. CIC
Admiral Denfeld's staff—Combat Div. 9, McLean, Virginia

RADM J. Edward Snyder, Jr., USN (Ret.)
(Former Commanding Officer USS NEW JERSEY 1968-1969)

Serving aboard **USS PENNSYLVANIA (BB-38)** in Buckner Bay, Okinawa - August 12, 1945

"I was asleep when I was thrown out of my bunk by the torpedo explosion. I took my watertight door position, then went to the bridge to handle voice radio, (I was signal officer at that time,) to get the handy billies operating, and the tugs to pump out the water. We knew the war would be over soon, and the ships were just sitting there just in case we had to make the invasion of the Japanese main island. I can't exactly remember the location of my stateroom. I think it was forward on the main deck. There were 21 casualties, mostly Quartermasters and one man (seaman I believe) who was on the Quarterdeck watch aft (we were at anchor) and was thrown overboard and hit the lowered platform of the accommodation ladder. We were told we were the last major ship hit during the war. The torpedo hit the starboard propeller, bounced into and penetrated the hull just above. You could hear the motor winding until the number of turns (a safety feature) were counted and then she let go inside the ship.

We were still fighting the flooding in USS PENNSYLVANIA the day the war ended."

RADM J. Edward Snyder, Jr., USN (Ret.)
McLean, Virginia

("Handy-billy" portable firefighting pumps like this P-250, are found on display throughout the Battleship **NEW JERSEY** Museum and Memorial.)



THE JERSEYMAN



"On VJ Day (August 1945) I was enjoying two weeks leave at my parents' home in Manitoba when the good news of the Japanese surrender was announced by radio and followed up by the paper-boys on the street shouting "Extra - Extra" and selling their newspapers' special editions.

I had served in a British Royal Navy trawler, HMS Ironbound, from late 1944 on antisubmarine escort and patrol duties, as well as some minesweeping, at the approaches to Halifax Harbor in Nova Scotia and in the western Atlantic. After VE Day (May 1945) we sailed to the United Kingdom and decommissioned our ship in Wales.

I was then ordered to report to the Royal Canadian Navy legation in London, England for further assignment and it soon appeared that if you volunteered for immediate duty in the Pacific your priority for transportation home was greatly improved – you were placed near the top of the list!



The Royal Canadian Navy had been refitting some of the more modern frigates and destroyers for service in the Pacific and we younger fellows were anxious to see further action. On a personal note there was a score to settle - some of my schoolboy friends had been killed or captured a few days after Pearl Harbor, on Christmas Day 1941, when a Canadian Army battalion – the Winnipeg Grenadiers, as part of a British/Canadian force, had been over-run by the Japanese while defending Hong Kong.

After VJ Day, and upon completion of my leave, I returned to Halifax for a few more months of naval service, participating in the decommissioning of Canadian Navy ships and fortunately I, too, was also soon "decommissioned" so I could return to Winnipeg and complete my University education."

**Sub Lieut. Francis H. "Frank" Foord, , Cherry Hill, New Jersey
RCNVR (Royal Canadian Naval Volunteer Reserve) - 1945**

(Frank Foord is a Volunteer aboard Battleship New Jersey)

"After boot camp in Bainbridge in 1944, I was sent to Treasure Island in San Francisco, and then onto the USS General Breckenridge, a troop transport that took me to Guam. So I can't say I really served on a ship. Just went along for the ride. They dropped the bombs about three months after I arrived on the Island.

I got a job driving around the back roads in a truck with a big PA speakers on top. We'd stop and play a recording in Japanese to try and get the remaining Japs to surrender. As you may recall, many of them holed up in Island caves for years after the war. They got so hungry they would sneak into chow lines hoping to pass themselves off as Island natives. Many of us found our clothes being swiped from clothes lines while we slept. Came back to the States in 1946. Always wondered what happened to some of the guys I trained with in boot camp at Bainbridge, but have never figured out what company I was in..."

**John Kenneth Mackenzie, III, Seaman 1st 1944/46
New York City, New York**



"At 2045 on August 12, 1945, a Jap torpedo plane somehow slipped in over Buckner Bay (Okinawa) and dropped its torpedoes, and one found its way to the Pennsylvania's starboard side and did extensive damage... I remember as men were closing a hatch, we welded the cone around a small young man, who was down in one of the flooding compartments. He was trying to come up through the hatch. There were eight dogs on that hatch, and as the men turned each dog with a big dog wrench to tighten the hatch down, that little man below was turning those dogs back with his bare hands. Finally someone realized what was happening and opened the hatch so the man could escape. The following day, the Pennsylvania was towed into shallow water

where salvage operations continued for the next two weeks, and at times under suicide attacks... Three days later, when Captain Moses announced that the President said Japan had accepted the allied surrender terms, we were too busy to cheer. It was a sad day for us, because some of our shipmates were still inside those flooded compartments..."

**Shipfitter 3/c JESS DANIELS
USS PENNSYLVANIA (BB-38)
Memphis, Tennessee**



THE JERSEYMAN



Volunteer PFC Ed Haas
US Army, Troop "G"
12th Regiment, 1st Cavalry
Assistant Light Machine Gunner
1945-1948

Ed is still smiling from a recent visit to the United States Military Academy at West Point. He attended the graduation of his granddaughter, 2nd Lt. Jillian McNulty, US Army, USMA Class of 2000. (He also pinned on Jillian's new 2nd Lt. bars...)

Congratulations Ed!



Sgt. Gus Augustin, USMC - USS NEW JERSEY (BB-62) 1956-1957
Docent Q & A with St. Titus Elementary School (5th Graders...)
visiting from East Norriston, Pennsylvania



MM2 Mike Timothy
USS DES MOINES (CA-134) 1948-1952
Tool Room, (and Shore Patrol days...)



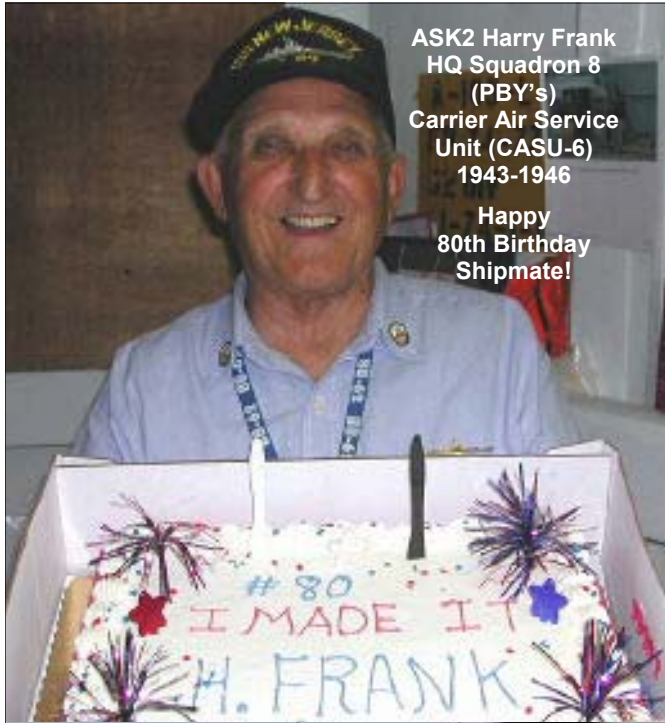
Maindeck Tile and Concrete Squad...

L13 Jim Moore
USS SHENANDOAH (AD-26)
1952-1954

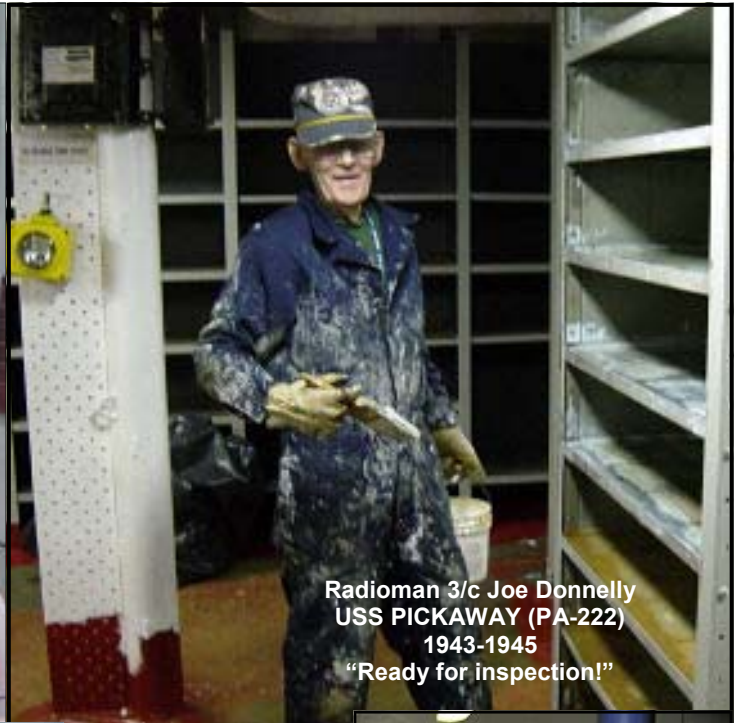
Coxswain Bob Whomsley
USS SOUTH DAKOTA
(BB-57) - 1942-1943
USS David W. Taylor
(DD-551) 1943-1945

Hugo Di Bona, USAF
1603rd Maint Sq.
North Africa 1950-1952

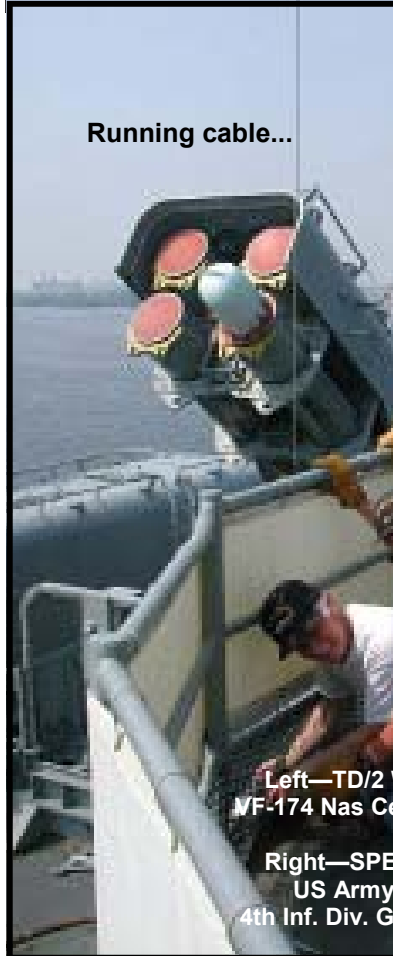
THE JERSEYMAN



ASK2 Harry Frank
 HQ Squadron 8
 (PBY's)
 Carrier Air Service
 Unit (CASU-6)
 1943-1946
 Happy
 80th Birthday
 Shipmate!



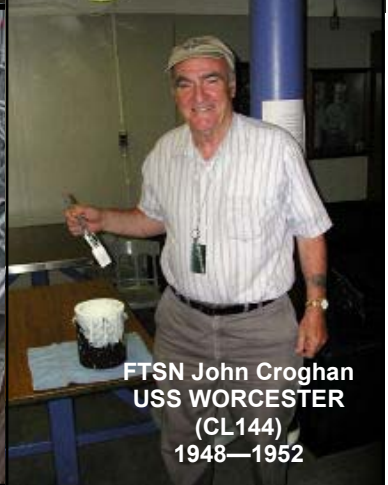
Radioman 3/c Joe Donnelly
 USS PICKAWAY (PA-222)
 1943-1945
 "Ready for inspection!"



Running cable...



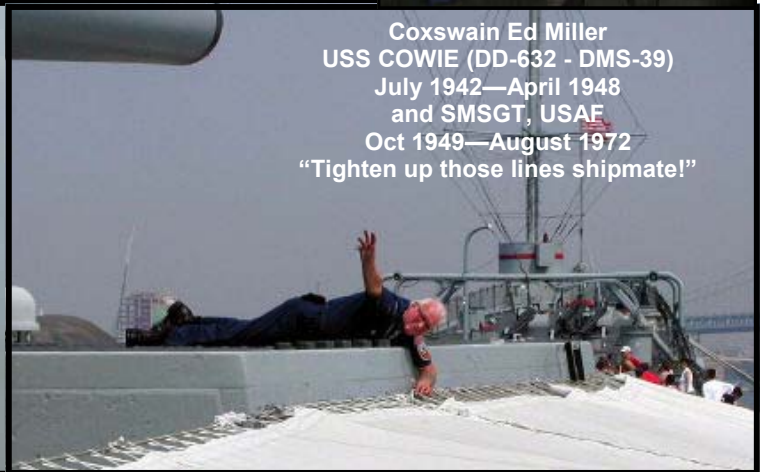
Capt. Jim Maher,
 US Army
 210th Combat Aviation Bn.
 1968-1969



FTSN John Croghan
 USS WORCESTER
 (CL144)
 1948-1952



Left—TD/2 Wayne Schofield
 VF-174 Nas Cecil Field 1959-1963
 Right—SPEC 3 Jack Hoban,
 US Army 46th AAA Bn.
 4th Inf. Div. Germany 1955-1956



Coxswain Ed Miller
 USS COWIE (DD-632 - DMS-39)
 July 1942—April 1948
 and SMSGT, USAF
 Oct 1949—August 1972
 "Tighten up those lines shipmate!"

THE JERSEYMAN

A JERSEYMAN UPDATE...

Jerseyman requests for stories seem to be hitting the mark... On pages following, you will read a story about **John V. Gardner, USMC**, serving with the 6th Defense Force on Midway Island, December 5, 1941. He relates his memory of the two days leading up to December 7, 1941... he was also on the island during the Battle of Midway in June of 1942, and promises a story of that event in a future issue.

We also received permission to use Battle of Midway artwork by **artist and graphic designer John Greaves of Calgary, Alberta, Canada**. John Greaves has been a long time reader of *The Jerseyman*, and as a student of the Pacific theater in World War 2, it holds particular interest for him. He has permitted *The Jerseyman* to display his artwork depicting the Battle of Midway in June 1942. We used one to complement the above Midway story from December of 1941. Many thanks John, for sharing your fine artwork with *The Jerseyman*.

Another story has been submitted by **John G. Aicher, Captain, Artillery (Ret.)**, at the time a US Army Artillery Lieutenant of the Korean War era. He describes onboard training, and spotting for USS NEW JERSEY while in Korea - 54 years ago...

The Jerseyman has been honored in this issue, with a finely detailed **USS NEW JERSEY** logo, designed and painted by former **USS NEW JERSEY crewman (Viet Nam), and world renowned for his Maritime Art, James A. Flood**. Jim Flood was recently invited aboard Queen Mary 2 for the unprecedented and historic April 25, 2004 tandem voyage of *Queen Elizabeth 2* and *Queen Mary 2 - New York to Southampton...* Jim's painting of this event, and of the two massive ships, is displayed in the onboard gallery of QM2. Thanks for this special logo Jim, it is painted to perfection, and much appreciated for *The Jerseyman*. (See page 19.)

In this issue, our own, and original cartoon "Swabby," is also inaugurated with special thanks to **cartoonist Hamp Law**, a crewman aboard **USS TENNESSEE (BB-43)** during the Battle of Leyte Gulf... In addition to many other cartoons he made available to *The Jerseyman*, his own detailed story of service aboard USS TENNESSEE during the Battle of Surigao Straits will be included in our October 2004 issue. Thanks also go to shipmate Hamp, for our new "Battleship Swabby," sending your WW2 cartoons, and for sharing your WW2 stories with us in *The Jerseyman*.

Thanks to **Curator Scott Kodger**, a Ship's Bell photo area will soon become a reality for our visitors. In this issue we will show a preview of one bell photo from **USS SQUALUS** (See page 22.) *The Jerseyman* plans to include more of our collection of bell photos in future issues. Please keep them coming!

We have tried unsuccessfully, to locate the World War 2 pinup girl of **USS NEW JERSEY, Ms. Harolyn Myers**. At the time of her selection, Ms. Myers was only 5 months old, and when she was 3, she inspected the ranks! If anyone happens to know her present location, please let us know so *The Jerseyman* can make contact for a story... Thanks!

A JERSEYMAN REQUEST...

"Public Law 106-380 tasks the Library of Congress to collect and preserve the stories of America's war veterans. The collection is growing and includes oral histories, letters, diaries, photographs and other documents..."

We encourage, and welcome having *The Jerseyman* serve as a resource to record and share histories with our readers. The *Jerseyman's* issues are also forwarded annually to the Naval Historical Center Operational Archives in Washington, DC.

As a 60 year commemoration, we are requesting eyewitness accounts of crewmen participants in the Battle of Leyte Gulf actions of Sibuyan Sea, Surigao Straits, Samar, or Cape Engano from the 23rd to 26th of October 1944. Personal accounts of the battles, and any photos (we will return them), are requested for publication with our October 2004 issue of *The Jerseyman*.

During the past 3 months, we have had more positive responses than we have ever received, from our April 2004 issue of *The Jerseyman*. The stories contributed by **USS FRANKS** crewmen, and by battleship crewmen, were very much appreciated by our readers. It looks like an increasing number of Tin Can Sailors, Cruisemen, and Sub sailors are reading *The Jerseyman*, ...

we welcome aboard all USN shipmates. We ask All Hands to please continue sending your memories of service aboard our US Navy battleships. It's probably a safe bet that there will never be another one... so your personal memory of events, and description of duties while serving aboard these giant ships are important, historic, and requested for publication in *The Jerseyman*.

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

THE JERSEYMAN

Restoration of USS NEW JERSEY's 5"/38 Caliber Twin Gun Mounts - (MK28) by Volunteer/Gun Captain Marty Waltemyer

Upon my arrival at the Battleship New Jersey in January 2001, and while the ship was located in the Old New York Shipyard, Camden, NJ, - one of the jobs I was asked to perform was removal of the sheet steel weather covers that were installed on the 5" Gun Mounts covering the Gun Port Shield and part of the Barrel during decommissioning. The Barrels are 15.8' long and we had to figure out a safe way to remove the steel covers. Understand, we did not have a crane, so we assembled block and tackle and chain hoist to the superstructure of the ship to lift sheet steel pieces which weighed approximately 200 lbs each.

First we had to unbolt, chisel, and use sheet metal saws to cut the steel in controllable size pieces. One piece in particular, which fit around the barrel was very hard to handle. Because of its physical size, shape, and weight, we had trouble sliding the pieces out over the end of the barrel. When we did this it would swing wildly, and we had to use lines to control all aspects of handling.

Before removing any metal covers we trained (turned) the gun mounts manually, so that the barrel was physically located over the deck. In each case, we trained right for the right barrel and then 180 degrees to accommodate the left barrel.

There were plugs in each Muzzle, so we removed the plugs and installed and sealed each muzzle with a standard tompon. After all sheet metal was removed, we trained each mount back to its normally stowed position and elevated the barrels to 2600 minutes - 10 degrees of Elevation. We then sealed the gun port seal cracks with a water resistant sealant, to keep the interior of the Gun Mount dry.

After that, we started painting the exterior of each Gun Mount and even used two different colors on top of each Mount. The time spent on each mount restoration was approximately 8 days using 3 - 4 men.

One job I had to do was to install thicker hinge shims in most of the gun mount Doors because most were difficult to open or close. In order to make the correct thickness of the shim, I used the small lathe in the machine repair shop to machine the brass shims. Because the old shims were worn thin, the doors scraped the bottom of the door sill. These doors are 3" thick and weigh approximately 400 lbs each. In order to raise the doors to remove old and install new shims, we assembled lumber and used a hydraulic jack. Again, we had no shipyard equipment, so we had to improvise.

You know, I often thought what it might have been like to have a couple of 40MM, or 20MM guns to restore and display on **NEW JERSEY**. I know it is not in the museum plans, but it sure would have been fun to work on them again. When I got out of the navy in April 1946, I got a job at the Naval Ordnance Plant (NOP,) in York, PA. There I helped disassemble 40MM gun mounts coming in for overhaul. During WW2, the York plant was known as BLAW-KNOX, and manufactured 40MM, 50MM rifles, 20MM rifles etc... I then did a couple of years back in the Navy as a reservist from Sept 1950 and into 1952. Then went back to the NOP in York, PA and served a Machinists Apprenticeship. We made the parts for 5"/54 MK 42, and MOD 7 & 8 Gun mounts. When I later transferred to Naval Ordnance Station, Louisville in 1963, we installed 88 of the 5"/54 Gun Mounts aboard USN ships around the country, and in almost every shipyard. So you can see why I would have enjoyed lending a hand to restoring those old guns!

All of the men who helped do the work on the 5 inch mounts, were proud and happy to assist in getting these old battleship secondaries back in operation. Our volunteer shipmates were: **Charles Weiss, Mayer Falk, Bill Will, Carl Williams, Paul Niessner, Ken Hardcastle, Dick Sowers, George McCullough, Fred Cassentino, Bill Stroup, John Kelty, Carl Holmstrom Bob Whomsley, Ed Kolbe, Don Weaver, Don Beck, Lou Fantacone, Tom Helvig, Wayne Schofield, Ed Hass, Walt Eife, Charles Spinetta,** and we know there were probably many more that should have been included... These shipmates did a great job - my thanks to all hands...

Marty Waltemyer





BATTLESHIP CREWMEN REMEMBER THEIR SHIPS...

THE JERSEYMAN

FIRE MISSION...

During **USS NEW JERSEY's** Viet Nam tour, Captain Snyder often sent home a "Familygram," to inform families of what was going on with the crew, and with the ship. In one Familygram dated March 14, 1969, it described a particular firing mission from the night of February 23, 1969. **USS NEW JERSEY** received an emergency call for fire from the Third Marine Division forward observation post, and reporting an attack by an unknown number of North Vietnamese regulars. Estimations were that the enemy force consisted of approximately 130 men.

"1:06 a.m. ... Commenced secondary battery fire, two mounts, increasing to four mounts and adding main battery as attack intensified."

"4:00 a.m. Continued high explosive fire multiple targets main and secondary batteries while providing spotter illumination."

"5:30 a.m. Attack intensity diminishing, continued responding to calls for continued fire, spotter reports enemy withdrawing carrying casualties."

"6:33 a.m. - Cease all fire, attack repulsed."

In all, 1,710 rounds from portside secondary batteries were fired in this 5-6 hour period. As seen below in photos from **Senior Chief Gunner's Mate Mike Murphy**, the deck is waist high in shells, and it burned the paint off the 5" barrels. **Gunner's Mate second class Michael Lucas** was one of the five-inch mount captains... *"The guns became so hot that the grease on the recoil slides was bubbling, and an hour after we finished firing, the barrels were still too hot to touch."*

Senior Chief Gunner "Murph," (photo below) also sent his recall of this particular firing mission (from 35 years ago).

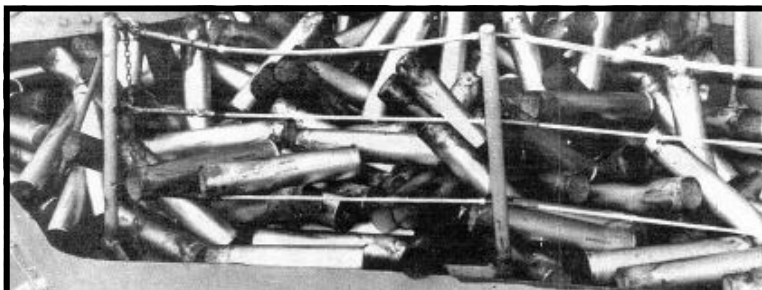
*"I raced up to SPOT ONE to learn that our Marine outpost was being overrun and they called for all we got, and my gunners were giving them that! When I put on the head phones, I could hear the outpost and surrounding gunfire. It is hard NOT to distinguish AK47's from the M16's, and there were many more AK's. I learned that the brave Marine at the outpost was so overwhelmed that he requested fire on his own position, rather than allow himself and classified information fall to the enemy. They told me later that he was a Corporal... Who says in times of need that our kids can't rise to the occasion? Needless to say, our Captain (J. Edward Snyder, Jr.) summoned **Master Chief Fire Controlman Bob Hawkins** to combat for a fire control solution to the Marine problem. As always, the Master Chief came up with a solution to fire close in around the base (a ring of fire), with secondary battery fire 5" and hit them on the peripheries with 16" main battery. We continued illumination and told the spotter to get his head down... "We are coming at you..." After about 6 hours, and between 1,700 and 1,800 rounds, we heard the welcome voice of the spotter come back and say "Cease fire, Cease fire, enemy in full retreat removing their dead, and wounded."*

I could not have been more proud of my mount gunners, and for their performance. One mount in particular, lost their power rammer, and gas ejection air, so they opened the hatch for fresh air, and hand rammed each round. You have to be proud that the training for this moment was right on the money. I waded through the piled up empty brass around each mount, and the assessment was the same. Most gun barrels had their paint burned off or peeling, and the recoil cylinders were bubbling hot grease. That's when you know you have done some shooting!

Finally, we had to clean up the mess, hold post firing checks, strike the empty shell cases to storage, and get some chow. All in a (night's) work for the gunner's mates of the world's greatest battleship NEW JERSEY (BB62.)

*P.S. We later learned that the captain recommended the young Marine for a medal for bravery. He surely deserved it, and I will bet he won't forget the gunners of NEW JERSEY for a while.
"To all my shipmates, smooth sailing and following seas..."*

**Mike Murphy, GMCS, USN (Ret.)
USS NEW JERSEY
Panama City, Florida**



BATTLESHIP CREWMEN REMEMBER THEIR SHIPS...

THE JERSEYMAN



This WW2 aerial photo of **USS TENNESSEE (BB-43)** was contributed to *The Jerseyman* by **TENNESSEE** crewman **Hamp Law** of **West Monroe, Louisiana**. Hamp's photo

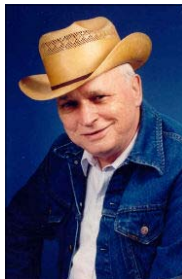
clearly shows the portside "blister" of **USS TENNESSEE**, and he was prompted to send it from our trivia question in the April issue: Which 3 US Navy battleships were too wide to navigate the Panama Canal? They were **USS CALIFORNIA**, **USS WEST VIRGINIA**, and Hamp's old ship, the **USS TENNESSEE**.



Shipmate Hamp Law is very well known throughout **USS TENNESSEE** reunion community... and a very busy cartoonist aboard **USS TENNESSEE** during World War 2. Many of his cartoons appeared in the ship's paper called "**THE TAR**," and thanks to Hamp, we now have our own "**Battleship NEW JERSEY Swabby**" for *The Jerseyman*.

Readers of *The Jerseyman* may also recognize Hamp's name from his "**KAPUTI**" trucking cartoons that appeared in **CHILTON's** Trucking Magazine for 48 years, until Chilton Publications were sold around 2001. Shipmate Hamp sent this note along with the aerial photo seen above.

"You will note the movie screen set up in back of our forward 20mm gun bucket and the guy that is painting on top of Turret one's left gun is me (white arrow pointer) ... that's what I was doing, as I noticed one of our Kingfishers flying in tight circles overhead with a photographer in the rear seat..."



The Jerseyman says many thanks to shipmate Hamp, not only for sending us several unique photos of **Tennessee**, but for all the copies sent of **USS TENNESSEE** cartoons. He has also given his ok for *The Jerseyman* to use them at any time... One particularly funny **Hamp Law** cartoon, depicts an incident where **USS TENNESSEE** had been firing star shells near Leyte beach on the night of October 21, 1944, and was rammed in the aft portside torpedo blister by transport **USS Warhawk (AP-168)**.

"Oh yeah, as we slowly moved up and down firing the star shells, the **WARHAWK** was making its way out from unloading over on the beach, and rammed us in our port quarter—**RIGHT INTO THE BLISTER COMPARTMENT - OUR BEER STORAGE LOCKER!!** Now, I'm a "non-drinker" myself, but I think that I remember seeing grown sailors **CRY!** You never saw so many "volunteers" to help clean up that mess!

I remember watching the cargo net lift up a load of **EMPTY** beer cans, two or three passed out sailors, that asked to be allowed to go to the head and would be ready to go back down, again.... Some of them "volunteers" had snuck down some "church keys" to open the beer cans!"

Hamp Law S/1c
USS TENNESSEE (BB-43)
West Monroe, Louisiana





THE JERSEYMAN

TWO DAYS BEFORE... December 7, 1941 (A true experience of John V. Gardner, USMC 285566) (John V. Gardner, USMC - 1943)



"I was a young Marine private serving on Midway Island with the Sixth Defense Battalion, U S Marine Corps. Fewer than 500 Officers and enlisted men equipped with mostly obsolete weapons. It was on the 5th of December 1941 and as a private in the corps I caught island security guard from 0800 on Friday the 5th until 0800 Saturday the 6th. The guard was a fire watch, security at the dock when a ship was in port unloading supplies, as well as a visual lookout on a tower some 60 feet high located on Sand Islands highest point. Two men manned the visual look out 24/7, 4 hrs on 8 hrs off. A miserable place on cold windy, rainy, north pacific nights Under ideal day light conditions one could see a ship coming up over the horizon at possibly four miles distance. .

Guard mount was formal. Uniform was summer khaki less ties. Men were armed with either their 1903 Springfield rifle, or a .45 caliber colt pistol. A total of no more than thirty men were required. Lt. George Cannon was the Officer of the Day. The Lieutenant read an order received from CINCPAC that read "Maintain a vigorous alert the Japanese fleet maneuvering your area." Simple and clear, and not a man was noticeably impressed even though we were aware that war with Japan was a distinct possibility. That is why we were there. Midway was only 1300 miles from Honolulu and the important naval base at Pearl Harbor. A Japanese force on Midway would be of grave danger to the Hawaii and our Pacific Fleet.. We were to defend Midway at all costs.

My post was at the navy dock. A supply ship was in port unloading supplies. My watch was to be 1600 to 2000. (4 to 8) At 1600 I was taken to my post by the Sergeant of guard and relieved the guard on duty.. I assumed the dock guard. It was an exciting time since Pan American Airways Philippine Clipper was coming in from Honolulu in route to Hongkong. The Clippers flew only during daylight. They would lay over for the night at Midway. The next night would be at Wake Island. Then on to Guam, and on to Manila. The aircraft tied off to buoy a few hundred feet from the naval dock. A small boat would carry the passengers to the navy dock. There they would disembark, walk up the stairs and get aboard a 1940 Ford, woody, station wagon for the ride over to the Pan American airways hotel. Possibly a half dozen passengers were aboard this particular flight. I was relieved from my post a 2200. The watch was uneventful, other than the joy of watching the clipper arrive. The naval vessel continued unloading cargo..

The following morning at 0400 I was again taken to my post by the Sergeant of the guard. The guard on duty was properly relieved, and the security at the dock was my responsibility. About 0630 it was daylight and the Ford station wagon arrived at the dock with their cargo of passengers. They quickly boarded the small boat and proceeded to the Clipper. During the nite the aircraft had been serviced. Gasoline tanks filled, the seaplane cleaned and ready for a thousand mile flight to Wake Island. It was interesting to watch the activity. Even more interesting to see and hear the four big engines fired up and the aircraft taxi out to a designated landing zone in preparation for take off. As a 13 year old lad I had watched the Clippers depart Alameda, California headed for the Orient. All went flawlessly. The big, big beautiful bird lifted off and made a slow lazy turn to the south west headed for Wake. Shortly after, I was relieved of my watch but the memory has stuck in my mind for more than sixty years.

Saturday was just another day on Midway Atoll. I was a Telephone communication specialist. My normal duty was to go to our 5" gun battery with one of my associates to perform a daily communications check.. A half hours work. The rest of the day was open to do what ever one wanted to do. Midway had no recreational facility. The men would read, play cards, swim, fish, or play hand ball or write a letter home. Radio reception was nil during the day. After dark strong west coast stations, and Honolulu came in reasonably well. Japanese stations were only 2400 miles to the north west, and they came in nicely, but their music was not of our liking. Later we enjoyed listening to the famed Tokyo Rose on Japanese radio. She could be quite entertaining.



Sunday morning December 7th was like any other until about 0730 when my personal Hallicrafter radio was playing on a short wave station and we heard Australian voices. They were excited and positive, the Hawaiian Islands were under attack by Japanese bombers. We asked ourselves, is this true, or an Orson Wells kind of story?? We weren't sure. We listened. Other men gathered in my tent that didn't have a radio to listen. I personally took it all to be fact and realized I should awaken our batteries Gunnery Sergeant (Joe Beckett) and alert him. I found him sound asleep and not really receptive to a buck private awakening him and telling him that the Japs were bombing Pearl Harbor. He saw no humor in it. He said to me "that's like telling me that they kidnapped the President of the United States." I was trying hard to convince him that it was important for me to go out to our gun battery and start preparing the telephones on the guns so that we could fire if necessary. Finally, in total disgust, he said "why don't you go out to the guns then?" I was gone, fast. Grabbed my associate and

told him to get his rifle and pack and head for the gun battery some 500 yards away. We were well on the way when the island Commanding Officer ordered the alarm sounded, meaning all hands go to their battle stations. I know that Emory Barker and I were the first men to actually go to war on Midway Island, 7 Dec 1941. (Continued...)



THE JERSEYMAN

We were at the guns working on the telephones when the rest of the gun crew and the battery commander arrived. We had a very busy day. No one had any idea of what to expect. Our PBV scouting aircraft were out all day in search of enemy vessels and located nothing. .

Pearl Harbor was silent. We were on our own. Our Group CO told us that our training days were over and we must make every shot count.

At approximately 2125 we heard a naval gun fire to the north west, and shells begin falling on Sand Island. The scouting aircraft sure didn't see what turned out to be two Japanese destroyers attacking at a high rate speed. Our AA search lights illuminated the attackers and were quickly shot out. Both closed very close to Sand Island, and then directly toward Eastern Island. Dog battery 3" anti aircraft under command of **Lt. Jean Buckner** fired several rounds directly at the bridge of the lead destroyer, **IJN USHIO**. The seaplane hangar and power house on Sand Island were both taking hits. The hangar caught fire as a result of a hit on the hangar that ignited a parked PBV patrol bomber. Baker battery 5" on Eastern Island fired 5 rounds point blank at **USHIO** or **AKEBONO**. It appeared at least two rounds registered... Both destroyers laid smoke and headed to the South west. The attack ended. At wars end the **USHIO** was seen in Tokyo Bay at her last anchorage.

An enemy 4.7" round went through a window, or air vent, of the power house, bounced off the bulkheads, and then exploded near "H" Battery command post. It took two lives, and one seriously wounded. **Lt. George Cannon** (who had been the Officer of the Day on Friday) was seriously wounded but stayed at his post and directed his machine gun group, but died an hour later. This fine young Marine Lieutenant was awarded the first Medal of Honor to a U. S. Marine in World War-II. **Cpl Harold Hazlewood** was seriously wounded, and survived. For that he was presented the the Navy Cross. While one leg was crippled he persuaded the Marine Corps that he could still serve his country, and he performed as a communications instructor at Camp Lejeune, North Carolina until wars end in 1945.

Six months later the Japanese Navy attacked Midway in force. The U. S. Navy and the men on Midway were very lucky that day. It was, as **WALTER LORD** wrote, an Incredible Victory. The first defeat of the Japanese Imperial Navy in modern history..."

"More from JOHN GARDNER 6TH DEF, USMC.

I was with the 3" battery on the NE side of Sand Island facing the only logical place for a landing force to attempt to land. Our two old obsolete World War 1 3" guns were not uncovered or used for AA fire. We stayed down to fire ON an invasion force. We had "cannister" ammo. We would fire out toward the inlet thru the reef and burst the cannisters over the landing boats. That was the plan. Would the plan have been carried out????? I say, "unlikely" because of the tremendous fire power the IJN had coming in to bombard. Three Battleships, numerous cruisers, etc. With that kind of fire power, and far, far more than took Wake, Midway atoll would have been decimated. A few men always survive, but the gun batteries like our 3", and the 5", would most likely have been destroyed. Consider too, our island air power was gone by noon the 4th. With no air cover the IJN carrier planes would have controlled the skies, and when any defensive gun battery uncovered, that battery would have been rapidly destroyed with 100 lbs bombs, or extreme strafing. The Sixth Def was something just over 3000 men. Most likely half or more would have been dead or very seriously wounded. I am realistic in telling you this. I doubt very, very, much that we could have held. By the time an enemy landing was under way, most likely the Enterprise or Hornet would have been gone or chased to hell out of range!! Already, at the end of day two, they had few aircraft left to fly. I think Adm. Spruance would have had to "run for it" to the East and leave us Marines and Sailors on the ground do the best that we could, but it wouldn't have been enough. I, like other Midway vets, have though a million times HOW LUCKY WE WERE. And, with that, "Thank God for the Brave Pilots that gave their lives that day."



**John V. Gardner, USMC - 1992,
Nevada City, California**

"Just before 0800 the TBD Devastators of U.S.S. Hornet's Torpedo Squadron 8 launched on their last mission. This painting is T - 8, flown by ENS Ulbert "Whitey" Moore of Bluefield, West Virginia, and William F. Sawhill, ARM3c, of Mansfield, Ohio. This TBD was one of 15 launched, and all were lost with only one man out of thirty surviving. Only ENS. George Gay survived from the 30 men in these aircraft."

"Moore and Sawhill's last takeoff..."

Used with permission by Artist John Greaves.
More Battle of Midway art can be found at:
www.johngreavesart.com





THE JERSEYMAN

US ARMY ARTILLERY AND USS NEW JERSEY -

by Captain John G. Aicher, USA Artillery, (Ret.)

*"In the early autumn of 1952 I was assigned with about ten other junior Artillery officers to the Naval Base at Little Creek Virginia, near Norfolk, for Amphibious Warfare training, about a six week course taught by Navy and Marine Corps Officers in preparation for an amphibious maneuver scheduled for late fall by my Army Unit. A few weeks into the course we were told to pack enough gear for a two night stay at sea. The next morning we were driven to Norfolk and given a briefing about how to act on board a warship. We were to spend a day aboard the **Battleship New Jersey**, home from a tour off the Korean Coast, to learn about its guns, its fire direction system, and some general information about the ship. That night, we were to board another ship, an LST, sail up Chesapeake Bay to a remote island called Bloodsworth Island, and direct fire from the New Jersey's guns all day and into the night. We were all trained Artillery Forward Observers and were told about the few differences between that and Naval Gunfire Spotting, as they called it.*

We boarded the New Jersey after the appropriate piping, requesting permission to come aboard, and salute to the colors, and my first reaction was amazement at the wooden deck. It was a corduroy-like structure composed of teak strips set over the armor. The ship was massive, and spotless. We visited the wardroom for the necessary cup of coffee, then the various places where target information was processed and, even in 1952, electronically translated into data to aim and fire the guns - a tricky maneuver considering the pitching and rolling involved at sea, something we artillerymen normally didn't worry about. It involved the use of gyroscopes and computers.

*We descended a ladder deep into one of the three sixteen inch gun turrets, each containing three of the monster guns. Each turret was a self contained unit that went deep into the bowels of the ship, containing among other things, its own magazine. We were informed they (the sixteen inchers) fired a shell the weight of a Studebaker (!!!) 23 miles. In the small room behind the breech of one of the guns we were shown how the shell was raised by an elevator from deep in the magazine, rolled onto a tray behind the breech, rammed into the breech by a hydraulic arm that sprang out of the wall, the powder bags raised from the opposite wall and rammed in behind the shell, the hissing and creaking as the huge breechblock closed and locked. The gunner explained he had nothing to do with the firing, which was done electronically from elsewhere in the ship. Each of those three turrets weighed as much as a single destroyer. We were awestruck by the whole scene. We left the ship in the late afternoon and never saw it again, though we directed its fire all the next day. We boarded an LST commanded by **Clive Greaves**, who was the accountant for my Dad's Law office, a WWII vet recalled for the Korean War, and sailed north, followed by the New Jersey. Next morning we transferred to a launch and motored to a small enclosed structure built on pilings about a quarter mile offshore from Bloodsworth Island, a desolate patch of sand containing the remnants of trucks, jeeps and various odds and ends used as targets. We established radio contact with the New Jersey, about 15 miles away, below the horizon. We were to select a target, try to pinpoint the location for the first round, adjust the rounds until they were within a certain range of the target and fire for effect. The adjusting rounds would be from five inch guns, and the fire for effect would be from one or more of the big sixteen inchers. The New Jersey was cruising back and forth, and would fire its guns from various angles.*

The first rounds were similar to the 105 Howitzers we were used to, though the flat trajectory and high velocity required some personal adjustments. At the appropriate time, the first of us to do the exercise called for fire for effect. After a few seconds the radio squawked "Splash!". We heard a loud rushing sound passing overhead, followed by a boom from the direction of the ship, and it seemed half the island blew up. This went on all day with no break for lunch (The ship was training its crew as well as us). As evening approached we waited for a short while until it was completely dark, then started shooting again, with one of the five inch guns shooting illuminating rounds (hollow shells with flares dangling from parachutes) while the other five and sixteen inchers continued firing high explosive rounds. The sky in the direction of the Battleship lit up like lightning... It was an interesting two days, and an experience I obviously haven't forgotten. It was fifty two years ago. Just don't ask me what I had for lunch.

*When I got to Korea a few months later I ran into a forward observer who before the truce had called in a fire mission against large numbers of Chinese troops massing for an attack. He was told over the radio in code what Artillery Units would be firing on the target. One he didn't recognize - "**PEAJACKET**".*

*After the enemy troops were dispersed by huge explosions he returned to his unit and was informed that "**PEAJACKET**" was **NEW JERSEY**, which had arrived off the nearby coast the day before."*

John G. Aicher, 2nd Lieutenant, US Army
Southold, New York
191st Field Artillery Battalion, 49th Field Artillery
Seventh Infantry Div. - Korea

(Continued...)





THE JERSEYMAN

“
The piece I wrote about the **NEW JERSEY** was part of an ongoing informal memoir I'm leaving for my children and grandchildren, in the hope that they will someday

realize that as gray and lined as we are now, there was a time when we led vigorous and exciting lives, and that truth can be even more riveting than today's so-called Reality Television. I am preparing another about Operation Seascapes, the maneuver that followed my spotting for BB62; Operation Snowfall, a winter maneuver in 52-53 against the 82nd Airborne up in Camp Drum in Northern New York, and the nine months I spent as an Artillery Officer in Korea. I have left out some of the mundane and technical stuff (i.e., you had to have three illuminating rounds going, one just popping, one half way down, and one on the deck while simultaneously adjusting fire, a difficult feat since the Navy guns fired at such a high velocity that half the parachutes holding the flares would rip open from the speed of the projectile. Howitzers lobbed the rounds at a slow speed, by comparison), the odd inner shape of the HEAP (high explosive armor piercing) rounds, and of course, the huge size of the cockroaches infesting the BOQ at Little Creek. (The locals called them "Palmetto Bugs", but I know a cockroach when I see one...



As Artillery Forward Observers we were trained, during the adjustment of fire during a mission, to split a 100 yard bracket before the final order to "fire for effect", meaning unloading on the target, because our high explosive rounds had an effective bursting radius of 50 yards, and six howitzers at least would fire. As Naval Gunfire Spotters we were trained to split a 200 yard bracket due to the greater bursting radius of their shells.

I have always been proud of my military service. It was a defining time in my young life, and I met many wonderful people, forging friendships that have lasted a lifetime. I also felt that it was wonderful to serve in the Armed Forces of a freedom-loving country. I get goose bumps at Gettysburg, when I hear taps, or when I visit Washington DC."

John G. Aicher

Captain, Artillery (Ret.)

P.S. The photo in uniform (previous page,) was taken in February 1954 while on R&R in Tokyo...



“When I read *The Jerseyman's* recent issue about the volunteer work restoring “bucklers” on the turret one guns, it brings back memories to me as a turret one crewman on the old **U.S.S. TENNESSEE**. I gather that what the men were struggling to put on over the gun barrels, and that they call “bucklers,” is what we called “bloomers” that covered the gun ports. We had two sets. One was made of treated canvas painted and repainted with dark gray paint and had grommets on both bottom sides so that they could be laced up like a shoe. Then we had “storm bloomers” that were made of heavy leather with heavy brass slippers that sealed them for heavy weather... now, they were some heavy dudes!

My cleaning and battle station was the right gun pit, and what water that them “bloomers” didn't stop—I had to keep swabbed up in a “catch hole” just forward of the pointer and trainer seats, and we got into more than one of the typhoons out in the East China Sea!”

The other night, I was trying to remember WHO made up the crew of the right gun in turret one. I think that our Turret Chief was **James “Hump” Tebrugge**, the gun captain was Cooper, the powder hoist man was **Kukrall**, the rammerman was “**Butterball**” **Richard**, the primerman down in the pit was “**Buttercup**” **Edwards**, and the cradleman “shell dumper” and used primer catcher with a butterfly net was

Hamp Law...”

S/1c Hamp Law

USS TENNESSEE

West Monroe, Louisiana

Editor's Note:

We would like to say a *special thanks* to our readers and ship's volunteers whose photos, written contributions, and shared efforts are seen and read throughout each issue.

We especially thank shipmates Art Lohan, Rich Thrash, Rob Koch, Charles Higgins, Al Saggese, Marty Waltemyer, Ted Speer, Archives Manager - Bob Walters, and Battleship New Jersey Curator, Scott Kodger for their great assistance in helping with *The Jerseyman*. Their many efforts are too numerous to list them all. We simply offer a sincere “*Thanks*,” and also many thanks to our contributors for taking the time to send their stories to *The Jerseyman* and “Mail Call”... *Keep 'em coming!*



THE JERSEYMAN

BB-62 Battle Stars?

"I have mentioned this topic before concerning the number of battle stars that the New Jersey is entitled to.

The ship's "Official USS NEW JERSEY" website says the ship has (9) nine major battle stars for WW2 which is incorrect.

I have the New Jersey war log in front of me. On the Asiatic Pacific ribbon, we have one silver star and four bronze stars. Since a silver star is the equivalent of five bronze stars, the New Jersey has (9) nine total bronze stars for the Asiatic Pacific ribbon...

For the liberation of the Philippines, the New Jersey earned two additional bronze stars. This brings the total count to (11) eleven stars for USS NEW JERSEY in World War 2.

Would you please pass this information on to the curator and see if I can get the ship's history corrected? The only ones who seem to care are probably the members who served in WWII. I was on the ship

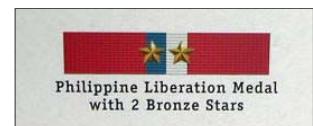
from commissioning in 1943 to the Japanese surrender in Tokyo Bay in 1945."



Frank Carter
Port Arransas, Texas
Fire Controlman 2/Class
USS NEW JERSEY - World War 2



Asiatic-Pacific Campaign Medal
with 1 Silver and 4 Bronze Stars



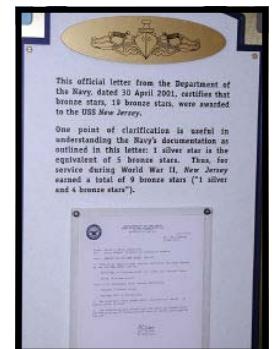
Philippine Liberation Medal
with 2 Bronze Stars

Dear Mr. Carter:

As a former crewman aboard **USS NEW JERSEY**, and World War 2 veteran, we thank you for your service to our nation, and for your recent inquiry to **The Jerseyman**.

Replying to an inquiry I made to clarify the official U.S. Navy service record for NEW JERSEY, the Department of the Navy's Board of Decorations and Medals (D&M), responsible for documenting Navy awards, responded in a letter dated April 2, 2001. In their letter, they state that the ex-**USS NEW JERSEY** (BB-62,) is officially listed as having earned the following nine BATTLE STARS for WWII service:

- Marshall Islands Operations**
- Asiatic-Pacific Raids- 1944**
- Hollandia Operation**
- Marianas Operation**
- Western Caroline Islands Operation**
- Leyte Operation**
- Luzon Operation**
- Iwo Jima Operation**
- Okinawa Gunto Operation**



The official US Navy Board of Decorations and Medals also recognizes **NEW JERSEY** as having earned two additional unit/service awards during her World War II period of service, which are designated with a bronze star on the Philippine Liberation Medal.

Inevitably, there is great confusion about almost any ship's service ribbons and stars, since the Navy uses only bronze stars (or silver for five) to designate both battle, campaign and service stars. The museum bases all its historical assertions, or findings of fact only on official U.S. Navy records.

To my knowledge, and I believe the United States Navy's Board of D&M as well, **NEW JERSEY** is without question our nation's most decorated battleship, and surviving warship. Only the famous aircraft carrier **USS ENTERPRISE, CV-6**, earned more battle and campaign stars for her period of service, and totaling 20.

We also have the actual Department of the Navy certification letter on permanent display (see photo,) along with a decoration ribbon mock-up in our museum aboard Battleship New Jersey. We hope this clarifies your ship's World War II service record, and we sincerely thank you for taking the time to bring it to our attention. I am sure that others who served on this great battleship during World War II, may have had the same question.

We thank you again,

Scott D. Kodger, Vice President, Curatorial and Educational Affairs, Battleship New Jersey Museum and Memorial.



THE JERSEYMAN



The **USS NEW JERSEY "FIRE POWER FOR FREEDOM"** logo seen above (© 2004) , was created expressly for use in *The Jerseyman* by former **USS NEW JERSEY** crewman, and renowned Maritime Artist, **James A. Flood**. Jim Flood was a Quartermaster crewman aboard **USS NEW JERSEY** during her tour in Viet Nam, and after leaving the navy, went on to pursue his life's work as a self-taught artist.

Jim's art work can be found on display at the Naval Institute in Annapolis, the Wiley Post Museum in Oklahoma City, the Olympia Memorial in Philadelphia, the battleship Alabama in Mobile, the Biscayne Bay Harbor Pilots Association in Miami, the Washington Historical Museum, aboard the SS Queen Mary, the Mystic Seaport, The U.S.S. Texas, the U.S.S. New Jersey, and the Historical Museum of South Florida, as well as aboard many of today's cruise liners.

Jim's art has also appeared in the Naval Institute's Naval History Magazine, Steam Boat Bill, the Journal for the Steamship Historical Society of America, Pictorial Histories, Sea Classics Magazine, Preston's, and Military History Magazine. His clients include the former **Governor of New Jersey, Christie Todd Whitman**, as well as movie actor **Sylvester Stallone**, and tennis champion **Gardner Mulloy**. Singer **Rod Stewart** has collected most of Jim's works in either gicleé or lithographic format.

On behalf of the *The Jerseyman*, Battleship New Jersey restoration volunteers, and former crewmen who served in **USS NEW JERSEY** from May 23, 1943 through today as volunteers, Thanks Jim!



"USS NEW JERSEY AT SEA"

Used with permission, and depicted in her Vietnam configuration...

an art print by **NEW JERSEY** crewman and Maritime Artist James A. Flood.

More of Jim's warships, sailing ships, and ocean liner artwork (including **QE2**, and **QM2**) may be seen at:
www.jamesaflood.com

THE JERSEYMAN

THE ELEVEN GENERAL ORDERS OF A SENTRY - 1953 (A LOOK BACK...)

1. To take charge of this post and all government property in view.
2. To walk my post in a military manner, keeping always on the alert, and observing everything that takes place within sight or hearing.
3. To report all violations of orders I am instructed to enforce.
4. To repeat all calls from the post more distant from the guard house than my own.
5. To quit my post only when properly relieved.
6. To receive, obey, and pass on to the sentry who relieves me all orders from the commanding officer, field officer of the day, and officers and petty officer of the guard only.
7. To talk to no one except in the line of duty.
8. To give the alarm in case of fire or disorder.
9. To call the corporal of the deck in any case not covered by instructions.
10. To salute all officers and all colors and standards not cased.
11. To be especially watchful at night, and, during the time for challenging, to challenge all persons on or near my post, and to allow no one to pass without proper authority.

(Source: Blue Jacket's Manual, Fourteenth Edition - 1953)

A Memory of Bainbridge, Maryland "Boot" camp - Ca. 1953:

The Eleven General Orders bring back 50 year old memories of boot camp at Bainbridge, and standing "Clothes line Watch." Volunteers may recall Company Commanders coming around at 0400, barking at you: "**Recite General Order Number 8!**" about six inches from your face, and then checking that all of "his" company's wash was "properly secured" with "clothes stops." Any skivvies, hats, or whites that were improperly "secured" with "slip knots," promptly ended up on the ground, excuse me... (deck.) (Does anybody hear the phrase "Irish Pennant" used anymore?) Buckets and hard bristle brushes were our personal "washing machines," and were issued to us along with bald haircuts, seabag full of uniforms, and bolt-action dummy Springfield 03's for drills. We marched on the "Grinder," and other than for marching in formation, you didn't "walk" anywhere at Bainbridge...you ran.

Sailors of today might ask, "Hey, what's a "Clothes Stop"?" With thanks again to **Senior Chief Gunner's Mate Mike Murphy**, we have a photo of "official" US Navy "clothes stops," saved from his Boot training days as a Company Commander. Yeah, those were the days, and as Chief "Happy" always said in a not so calm voice... "Listen up Boot... this is *Good Training!*"



USS NEW JERSEY World War 2 Cartoon History...

With the knowledgeable assistance of shipmate Bob Walters - Battleship New Jersey Archives Manager, we recently asked if he was aware of BB62 having their own cartoonist aboard during WW2... We were informed that **USS NEW JERSEY** indeed had her own WW2 cartoonist, and his name was "**Fuzzy**" Forscutt.

"Fuzzy" was a member of the FM Div. (Fire Control Division,) and he produced an independent FM Division newspaper, (separate from *The Jerseyman*,) and titled: "**FM GAZETTE**." According to Bob Walters, shipmate Forscutt was a **USS NEW JERSEY** plankowner, and his collection of FM GAZETTE original issues were graciously donated to the Battleship New Jersey museum by his family. These issues are dated from August of 1943 and run through April of 1945. Reviewing these issues, it seemed that Shipmate Forscutt mostly used his cartoons to portray the likeness of actual FM Division shipmates, and many stories included other lively cartoon characters. "Fuzzy" claimed title to his cartoons using the nickname of: "**4SCUTTS...**"

THE JERSEYMAN

USS NEW JERSEY (BB-62) - REUNION NOTICE!

17th. Annual Reunion
Washington DC.
29 Sept. - 3 Oct. 2004
Hilton Hotel, Crystal City, Virginia.
Reservation phone # 1-800-695-7551
\$89.00 / + Tax

Hotel reservation cut off date is 15 July 2004

contact: kalskibb62@aol.com, or check out web site: www.ussnewjersey.org

SHIP'S BELLS

Photos received. Thanks!

USS HORNET (CV-12)
QM2 Rolf Sabye
1968-1970
San Francisco, California

USS CARROLL (DE-171)
Normand R. Demers
Lewiston, Maine

USS COLORADO (BB-45)
Clifford G. Freeman
Crescent City, California

USS SQUALUS (SS-192)
Anonymous

USS BON HOMME RICHARD
(CV/CVA-31)
Ron Edlund
BHR President
Muskegon, Michigan

SHIP'S BELLS

Photos received. Thanks!

USS DENNIS J. BUCKLEY
(DDR-808)
RM3 Ron Clawson
Fairhope, Alabama

USS HOLT (DE-706)
Bill Morgan
Dallas, Texas

USS HUNT (DD-674)
Frank Calabro
San Antonio., Texas

USS PORTSMOUTH (CL-102)
John C. Barber
Association Treasurer/Chairman
Winsted. Connecticut

USS TENNESSEE (BB-43)
USS TENNESSEE (SSBN-734)
Bud Galow
Willow Grove, Pennsylvania

SHIP'S BELLS

Photos received. Thanks!

USS CONNECTICUT (BB-18)
Gunner's Mate James P. Hill
Jacksonville, Florida
(USS INDIANA (BB-58) in WW2)
(Mr. Hill's father served as
President of USS CONNECTICUT
Association, and his father also
served aboard the 1st
USS INDIANA (BB-1,) which
was built in Philadelphia -1895.)

USS ALBANY (CG-10)
USS ALBANY Association

USS GURKE (DD-783)
Dean Henson
Sun City West, Arizona

SHIP'S BELL PHOTOS...

With the help and support of **Mr. Scott Kodger, Vice President/Director of Curatorial Affairs**, and **Archives Manager Bob Walters**, Battleship New Jersey will soon offer a new visitor's area that will include a rotating display of collected US Navy ship's bell photographs, bell display locations (if known,) and brief ship histories. This growing collection of ship's bell photos are contributed to *The Jerseyman* from readers located all over the country. The theme of ship's bell photos is a fitting tribute to honor our naval heritage earned by all classes of US Navy ships.

The display will include USN bell photos from ships throughout the 20th century, and we plan to continue the photo collection for the United States Navy of the 21st century.

In recognition of the past military service of our many ship's volunteers, former crewmen of **USS NEW JERSEY**, and the crews of all US Navy ships and Submarines, the Office of Curatorial Affairs, will proudly offer...

UNITED STATES NAVY SHIP'S BELLS

A Naval Heritage Display
of Battleship NEW JERSEY (BB-62)
and *The Jerseyman*

We want to sincerely thank all hands for the nearly 120 ship's bell photo contributions received to date. If you have a photo to contribute to the USN ship's bell collection, please forward to THelvig@aol.com, or mail to:

The Jerseyman
62 Battleship Place
Camden, NJ 08103

UNITED STATES NAVY SHIP'S BELLS

A Naval Heritage Display
of Battleship NEW JERSEY (BB-62)
and *The Jerseyman*

U.S. SUBMARINES

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### USS SQUALUS (SS-192)

#### SS-192:

Displacement: 1,450 (surface), 2,350 (submerged);  
length: 310'6", beam: 27'1", draft: 13'8";  
speed: 20 knots (surfaced), 8.75 knots (submerged);  
complement: 55; armament: 8 21" torpedo tubes,  
1 3" gun, 2 .50 cal. machine guns  
Class: (*Sargo*)

After fitting out at Portsmouth, *Squalus* began a series of test dives beginning on May 12, 1939. She sank after a valve failure during one such dive on the 23rd. Salvaged and towed to Portsmouth, the submarine was formally decommissioned on 15 November. She was renamed *Sailfish* on February 9, 1940.

After twelve war patrols, and credit for sinking 10 ships, *Sailfish* arrived at Pearl Harbor via Midway Island on December 11, 1944. After receiving minor repairs, the veteran submarine sailed east and, after passing through the Panama Canal, arrived in Connecticut on January 12, 1945. The submarine subsequently provided four and a half months of target and training services out of New London. In early June, *Sailfish* moved south to Guantanamo Bay, Cuba, providing training services there until August 9, 1945. She then sailed north to the Philadelphia Naval Shipyard for a six-week overhaul. While there, her crew heard the news of the end of the war on August 15, 1945.

Moving to New Hampshire in early October 1945, the submarine soon began inactivation procedures at the Portsmouth Naval Shipyard. *Sailfish* decommissioned there on October 27, 1945. Initially scheduled for use as a target ship in the summer 1946 atomic weapons tests, or to be sunk by conventional ordnance, she eventually did neither; instead, the bridge and conning tower were removed, and installed as a memorial at the Portsmouth Naval Shipyard on November 11, 1946. The rest of the hulk was struck from the Navy list on April 30, 1948 and sold for scrap in Philadelphia on June 18, 1948.

***Sailfish* was awarded nine battle stars for her World War II Service.**

(Source: Dictionary of American Fighting Ships (DANFS))



#### "USS SQUALUS (SS192)

*ON 23 MAY, 1939, 23 SHIPMATES AND 2 CIVILIANS SACRIFICED THEIR LIVES WHEN THE USS SQUALUS (SS192) SANK OFF THE COAST OF MAINE. IN HONOR OF DEPARTED SHIPMATES, THIS OFFICIAL SHIP'S BELL WAS TOLLED REGULARLY BY SHIPMATE BILL BADDERS AND OTHER DIVERS WHILE ON THE BOTTOM DURING RESCUE. IT IS THE ONLY BELL IN THE WORLD TO HAVE BEEN TOLLED FOR DEPARTED SHIPMATES WHILE BOTH WERE UNDER 242 FEET OF WATER. FOR HIS ACTIONS IN RESCUING THE SURVIVORS, AND SALVAGING THE SUBMARINE INTACT, SHIPMATE BADDERS WAS AWARDED THE CONGRESSIONAL MEDAL OF HONOR."*

The USS SQUALUS bell photo was contributed by: Anonymous  
The USS SQUALUS bell is located at: Location was not disclosed

## THE JERSEYMAN

### USS *Connecticut* (BB-18) under full steam, 1907...

"This dramatic photo almost cost the photographer his life. The USS *Connecticut* was the pride of the American Navy and flagship of the Great White Fleet that sailed around the world from 1907 to 1909. This image of her under full steam is one of naval history's most famous photos. Copies of it hung in Theodore Roosevelt's study and the wall of Kaiser Wilhelm's imperial yacht.

The incident happened during the *Connecticut*'s standardization trials in Maine's Penobscot Bay in 1907. Enrique Muller was hired to photograph the vessel as it ran a three-mile course in an attempt to push the ship to its highest speed. As the photographer waited in a launch near the end of the course, a navy staff officer took the helm and raced directly towards the oncoming battleship in order to produce a more dramatic shot. The photographer quickly took a number of shots as the ship rapidly grew larger in his camera's view finder. Violently swinging the launch's rudder to avoid a collision, the helmsman shouted "We can't run any closer". To everyone's horror, the steering gear suddenly broke with the maneuver and the tiny launch continued on a collision course with the *Connecticut*.

On the battleship's bridge, Admiral Evans covered his eyes in anticipation of the certain disaster. The photographer, however, remained steadfastly devoted to his task and exposed one more negative before the *Connecticut*'s wake capsized the launch. Holding his exposed glass negatives above his head with one hand and treading water with the other, Mr. Muller, along with the others on board the launch, was quickly rescued and the photograph became a part of history."



(Photo and caption above are reprinted with permission of [www.eyewitnesstohistory.com](http://www.eyewitnesstohistory.com))



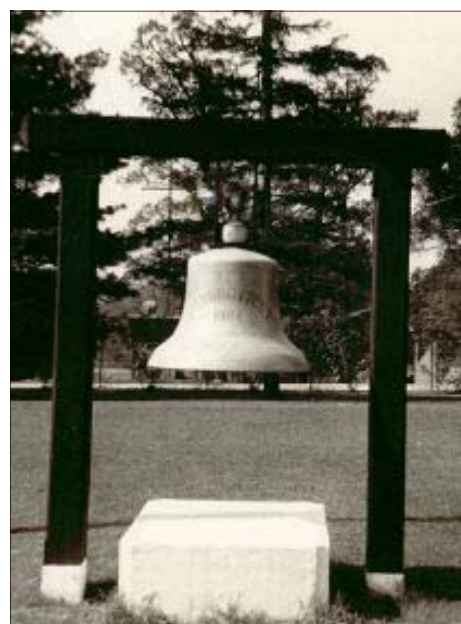
**USS CONNECTICUT's** ship's Bell, and bow Figure Head photos were contributed with thanks to:

**Gunner's Mate James P. Hill of Jacksonville, Florida**

**USS CONNECTICUT** was built at the New York Navy Yard, and commissioned on September 29, 1906.

She was the flagship of the Great White Fleet world cruise beginning in May of 1908, and the fleet returned in February of 1909.

As with many of her sister Battleships, **USS CONNECTICUT** was sold for scrap in 1923, in accordance with the Washington Treaty for limitation of naval armaments.



## THE JERSEYMAN

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(This article appeared in the New York Times and describes the visit of Gen. Paul Tibbets, and the commemoration of Saipan's liberation 60 years ago... June 15, 1944.)

### **In D-Day's Shadow, Pacific Veterans Celebrate**

June 16, 2004 By JAMES BROOKE

SAIPAN, Northern Mariana Islands, June 15 -

Sixty years after they charged onto beaches here, aged American veterans strolled past tourist hotels on Beachfront Street on Tuesday in a parade marking the start of the 60<sup>th</sup> anniversaries of a series of battles that they describe as the "D-Days of the Pacific."

On June 15, 1944, thousands of United States marines poured off a floating city of steel and launched a bloody 25-day battle here that set the stage for the end of Japanese power in the Pacific.

Washington dignitaries could not make it. The Marine Corps Band had other commitments. The biggest out-of-town press team was The Pacific Daily News, from Guam.

"It's the old story: out of sight, out of mind," Brig. Gen. Paul W. Tibbets of the Air Force, who is retired, said Tuesday on this remote island 3,700 miles west of Hawaii. "The world knew about Normandy right away."

As a tropical drizzle fell on the veterans' parade, the 89-year-old general, a former bomber pilot, rode in the passenger seat of a white golf cart. The last time he was in the Northern Marianas, almost 60 years ago, he piloted the Enola Gay, a B-29, on its Aug. 6, 1945, sortie to Hiroshima, the world's first nuclear bomb attack.

After a week of Atlantic D-Day television specials culminating with the June 6 gathering of heads of government in Normandy, many Saipan veterans and their supporters gathered here on Tuesday said that just as in World War II, the American popular mind continued to relegate the Pacific theater to second-class status.

"I used to say that everyone was willing to cross the Atlantic to honor the European theater, but no one was willing to cross the Potomac to honor the Pacific theater," Robert A. Underwood recalled Tuesday of a badgering campaign he waged 10 years ago as Guam's Congressional representative to cajole high-ranking officials in Washington to turn out for a Pacific theater wreath ceremony at the Tomb of the Unknowns in Arlington National Cemetery in Virginia.

Jerry Facey, co-chairman of the Saipan's 60th Anniversary Committee, said that during two years of organizing Tuesday's events, he received a long series of "no's" from Washington politicians and Pentagon brass who were invited to attend the ceremonies. Recalling the last big commemoration that he organized, he said: "It is just like the 50th, we were overshadowed by Normandy. We are so remote, people just forget."

On July 21, Guam will celebrate the 60th anniversary of its liberation from Japanese military rule. Although the battle for Tinian started three days later, Tinian and Saipan are jointly marking the 60th anniversaries of their liberation this week. Guam, Saipan and Tinian are focusing events on honoring the returning foot soldiers and on educating younger islanders about the Japanese occupation and the American liberation. They no longer hold out much hope for national attention from the news media and high-level visits.



## THE JERSEYMAN

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"We are disappointed, but we don't think our veterans necessarily are insulted by the lack of attention because they know in their hearts what they have done," Mr. Facey said of the fight over this 72-square-mile island, a raging battle that left 30,000 Japanese dead, 3,144 American soldiers dead, and another 10,952 Americans wounded.

In Guam, where the fighting and carnage was often equally intense, Tony Lamorena, an organizer of its anniversary event, said Tuesday by telephone: "We are not necessarily going to get CNN or any of the major networks to cover us, but we are going to get 200 actual veterans for sure. We want to say thanks to our liberators and to teach our young people about what they did."

Historians say that the American victories in Saipan, Guam and Tinian irrevocably turned the tide against Imperial Japan's military.

"With the capture of Saipan, the U.S. forces could put long-range bombers on it, and the end of the Japan was inevitable," Daniel Martinez, historian of the U.S.S. Arizona Memorial in Hawaii, said here Monday during a break in a day of historical seminars, referring to Japan's defeat in World War II.

Speaking of Saipan's close neighbor, Tinian, about 1,250 miles south of Tokyo, Mr. Martinez added: "This is where the massive air raids were launched against Japan. This is where the two B-29s took off with the bombs against Japan."

F. Haydn Williams, a retired diplomat with long service in Micronesia, sent a message to the veterans: "The fate of the free world was just as much on the line here in the Marianas, as it was at the cliffs of Pointe de Hoc, St. Lô and Caen in Normandy."

On Sunday, a memorial was dedicated to the 933 indigenous people who died in the World War II battles and their aftermath.

On Tuesday, this new monument was at the end of the short parade, which saw some of the octogenarian veterans walking, others riding while standing in the backs of two balky World War II-era military trucks.

"It's changed a lot, but we sure love it," Hal Olsen, a Navy veteran from New Jersey, shouted down from one truck, referring to Saipan, and perhaps to the open-air thrill of riding in the back of a truck. In World War II, Mr. Olsen won a rapt following among airmen for the scantily clad women he painted on the nose cones of American bombers. Six decades later, his cult-like following was so strong that he gave a well-attended lecture Tuesday on "Nose Art and Air Corps Morale."

For the veterans, the return to Saipan has been a cocktail of emotional highs and lows. "So many of the young fellows did not come back, so many good young boys," David McCarthy, a former Navy medical corpsman, said Monday night while nursing a beer at the bar of the Pacific Island Club, a resort built on Chalan Kanoa, one of the beaches where marines first stormed ashore.

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