



1<sup>st</sup> Quarter  
2006



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

## ***THE JERSEYMAN***

### **USS NEW JERSEY - KOREA...**



*"This photo was taken in 1951 by an unidentified watch stander on the 08 level flying bridge. Three sailors were actually standing watch at the bow in this photo - as mine lookouts. We had just run into a series of big swells of which this was one of the largest. Only by the grace of God, they survived by wrapping themselves around the twin pedestals of the 20MM guns that were there at the time. Those guns, and the two ready service ammunition boxes helped prevent them from being swept away. They were badly bruised, and nearly drowned from being under water for so long. One of them had a broken collar bone. After they were rescued, they were sent below to sickbay and the seas finally calmed. As I recall, no one else stood mine watches for the remainder of that day."*

**PH3 John Hastings  
Appleton, Wisconsin  
USS NEW JERSEY (N-Div)**

**(Editor's note: The "L" Division  
duties are described on Page 3,  
and are taken from  
USS NEW JERSEY's "SALVO,"  
a Korean war Cruisebook - 1951...)**

## THE JERSEYMAN

### From Bob Walters, Battleship New Jersey Archives Manager - - -

Over the past several years, the Battleship New Jersey archives have received a number of donations from former crewmen, and more than a few have been shared as articles in *The Jerseyman*. What we are asking again today, is that others with stories and photos might also consider offering their history memories to the ship. If you can recall a special event while serving in, or operating with **USS NEW JERSEY**, we would like to hear from you. Here are just a very few of the donations and stories now available for researchers in years to come:

- A photo and description of the precise area where **USS NEW JERSEY** was hit by friendly fire in WW2, shown in a photo and described by the man that repaired the deck on that day - **Crewman Ken Loewecke**.
- A description and photos of the day **USS NEW JERSEY** was hit by North Korean gunfire as told by **Captain William J. Aicklen, Jr., USN (Ret.)** (Four more photos of the battle damage on 21 May 1951 are in this issue. They were donated by **LCDR Benjamin Conroy, Jr., USNR (Ret.)**)
- The riveting, and detailed day-by-day, hour-by-hour notes of **CWO Victor Feltes** providing observations aboard **USS NEW JERSEY** during all of the ship's operations in WW2.
- More than three thousand 35mm slides from WW2 and Korea, donated to the ship by **Mr. David Glow**, nephew of **Lt. Lewis Glow**. (Note: Each one of these 3,000+ slides were then individually digitized for the ship's archives over a period of many, many weeks by **Volunteer Andy Roppoli**. Some are in this issue on Pg. 17.)
- An extensive collection of **USS NEW JERSEY** WW2 photos, donated by **Seaman Charles Hrenchir**, and many were published in the last issue of **The Jerseyman**.
- Donations of a fancy knot board and other fancy knot work for the ship, handcrafted by former Boat-swain's Mate **Charles Jacobus**, along with many historic photos of the early 1950's from his days aboard **BB-62**.
- **Captain James Nickols, USN (Ret.)** and the last chaplain of **BB-62**, donated many documents and uniforms that are now seen on display in the senior officers area.
- **Mr. Ralph Hungerford**, who's father was the Commanding Officer of **USS Memphis** in WWII, donated Captain's uniforms... and the list goes on...

We hopefully ask again, that if you have a story, a photo, or artifacts that you might want to donate to the Battleship New Jersey archives, please call me anytime at **(856) 966-1652 ext 202**. Thanks...

**Bob Walters, Archives Manager**  
**Battleship New Jersey**  
**62 Battleship Place**  
**Camden, NJ 08103**

### IOWA Class vs. DD(X) Class -

Thanks to a "heads-up" note from ship's restoration volunteer **Bob Whomsley**, and another one received from **Captain William J. Aicklen, Jr., USN (Ret.)** two major articles are included in this issue discussing a pending status change to reserve battleships **USS IOWA (BB-61)**, and **USS WISCONSIN (BB-64)**.

One of these articles was written by **Oliver North** in April of this year, and the other article by **Robert Novak** first appeared on December 5, 2005.

Pearl Harbor, Hawaii (Dec. 6, 2005)

- The sun sets next to the **USS Arizona Memorial** on the eve of the 64th commemoration of the Dec. 7, 1941 attack on Pearl Harbor, Hawaii.

The ceremony, which will include remarks by keynote speaker Chief of Naval Operations Adm. Mike Mullen, is held annually to honor those who served during the Japanese surprise attack on Pearl Harbor.

U.S. Navy photo by Journalist 2nd Class Ryan C. McGinley (RELEASED)





## THE JERSEYMAN

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### “L” DIVISION - KOREA 1951

“With all due respects to the radarmen and those who manned the bridge, still someone had to see where the ship was going and where she had been. With its three officers and 76 men the "L" (Lookout) Division did just that.

Formed from men of three deck divisions the "Love" Division was "commissioned" in early May 1951, with the prime purpose of being the "eyes of the ship" while in Far East waters. A short, fast period of ship-board training was instituted concerning itself with the identification of Allied and Communist planes, ships, and small craft that might have been encountered off Korea. We were far from being ready even at the time we fired our first shots; however, just being in the combat zone, plus hard work in recognition and procedures, plus tedious hours on the lookout stations added up to a close, well-organized unit ready to carry out with ease and facility its assigned duties.

We realized from the start a lookout's life is not always a happy one. He must cover with his eyes a distinct slice of sky or sea that 99 per cent of the time is nothing more than sky or sea; it does get rather tiring looking at nothing for seven months. With the two sky lookout stations in the open air, weather was something to be reckoned with also, to mention nothing of the stacks controlled by the engineers who, we are sure, waited until the wind was astern before blowing tubes. And there's something very comforting about being in back of a gun when a Red gunner has the ship in his sights; the best we could do when the situation arose was to shake our fists, a useless and hardly satisfying gesture of offense; we kept looking, however, and, on two occasions, were able to spot shore batteries which were quickly silenced by the Jersey's guns.

Divided in three sections with a petty officer in charge of each, the division manned four lookout stations-Forward and After Sky and Forward and After Surface. During the ship's six months in the Far East these points were occupied twenty-four hours a day. All stations were interconnected by phone with added lines to the Combat Intelligence Center where radar contacts were given the lookouts for identification and to the bridge to keep the Officer-of-the Deck informed of objects sighted. The division also maintained the all-important mine lookout watch in the foc'sle in all kinds of weather.

Not only did the division stand lookout watches but, as with all the crew, was also assigned definite cleaning spaces. Seventy-five feet of vertical bulkhead in the superstructure was the main object of our attentions (not affections); during the seven months of our tour this bulkhead taught several men worthy, well-paying civilian jobs - steeplejack, high climber, house painter, TV mast installer, and human fly.

The "L" Division, an Operations Department unit, was headed by Lt. Joseph J. Kelley assisted by Ensigns Paul D. Gaertner and Robert L. Pfeiff. All three were CIC liaison officers, standing their watches in "Combat."

Having admirably served its purpose the "L" Division dispersed in late November, its men returning to the deck divisions from which they came."

(Source: USS NEW JERSEY (BB-62) Cruisebook "SALVO" - 1951)



One of the best close-ups we have available of the twin 20mm's at the bow of **USS NEW JERSEY** 1951-1952.

Photo Courtesy of  
**BM3 Charles Jacobus (shown in photo)**  
 Auburndale, Florida

## THE JERSEYMAN

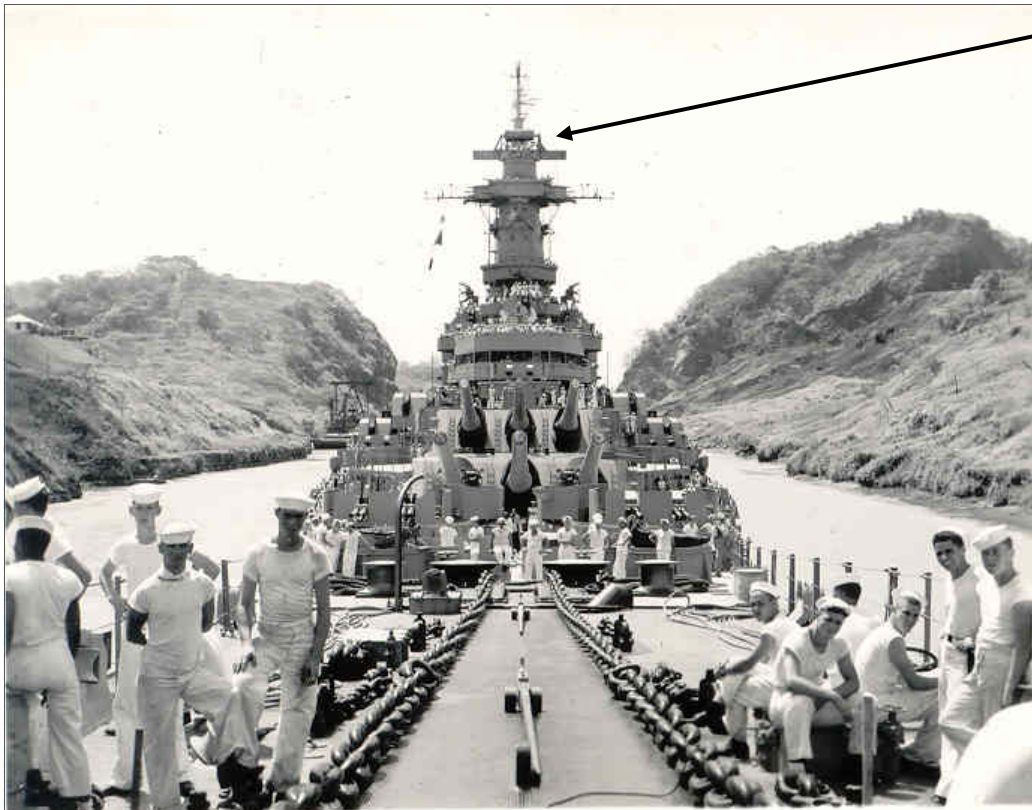
**KOREA... 1951-1953**

### USS NEW JERSEY in the Korean War-

Thanks to a large donation of Korean War photos by **PH3 John Hastings**, we are able to show the ship and her crew as they operated 54 years ago. John Hastings also provided all the text descriptions seen on the following pages with the individual photos. After a visit to the ship with his wife in August 2005 (51 years since he last left the ship in 1954,) John forwarded these and many more historic photos to Bob Walters as donations for the ship's archives. We will be featuring more of his photos and descriptions in future issues about the Korean war. Stay tuned... and **many thanks** John.

"Captain Melson gave everyone, Chiefs, Officers & Crew, the day off to enjoy this unique experience to see the Panama Canal. You can see we all thought it was a great idea. But when it came time to stand your watch... you did. Someone had to run the ship!

One of the "Lemmings" has already claimed his spot on the catwalk on the 09 level."



"There are five - 5 men up there! They are huddled in a group, out of the sun, under spot one's radar unit! You may need a magnifying glass to even see them..."

The ship has cleared Gaillard Cut and heading for the Pedro Miguel Locks. The next to last set before reaching Balboa and the Pacific."

# KOREA... 1951-1953

# THE JERSEYMAN



SHIPS PRINTERS INKING UP THE PRESS & GETTING READY TO RUN ANOTHER EDITION OF THE SHIP'S NEWSPAPER, THE JERSEYMAN.



SIGNALMEN HAULING DOWN A 'SET' FROM THE SHIP'S MAIN YARD ARM.

"You want guns? We got guns! All BB's got guns, and the IOWA's got the best and the biggest!"



"Hell on earth, on their way."



## KOREA... 1951-1953

## THE JERSEYMAN



"A happy Liberty party on their way to the delights and sights of Yokosuka, Japan. The seaplane is a British Sunderland Flying Boat revving up to take off on this bright sunny day..."



LTJG GEORGE TUFFANELLI, PILOT OF THE SHIP'S HELO - "THE JERSEY BOUNCE."

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1953  
GENERAL MATTHEW RIDGEWAY COMM. OFFICER  
UNITED NATIONS FORCES BEING WELCOMED  
ABOARD SHIP BY CHIEF OF STAFF, COMM. 7TH FLEET.  
USS NEW JERSEY WAS FLEET FLAGSHIP ON  
BOTH OF HER TOURS OF DUTY 1951 & 1953

## KOREA... 1951-1953

## THE JERSEYMAN



“Noon chow line...

Note the covered twin 20mm's still aboard. This was our first Korean Cruise in 1951.”

“For the third and final visit to Pusan, South Korea, the crew dressed in their whites awaiting another visit by South Korea's **President Syngman Rhee**. I don't remember what visit it was when he presented to the ship and the crew the Korean Presidential Unit Citation and also his personal thanks to the ship and crew for their part in helping the South to remain free.

It was cloudy, and overcast - a bad day for color when I took it, but I am glad that I did... The deck division had rigged awnings over both forward and aft quarterdecks. Even the accommodation ladders were dressed up in white canvas.

The ship's helicopter, The “Jersey Bounce” looks ready to take off from the fantail, and to bring back the invited guests for the day. A day that was dark, gloomy, and showery but we didn't mind. We were going home! The truce had been signed and the fighting was at last over...”



# KOREA... 1951-1953

# THE JERSEYMAN



"We are going home!  
Relieved by USS WISCONSIN, USS ST. PAUL, and USS ROCHESTER."



PH3 John Hastings served aboard  
USS NEW JERSEY from  
January 1951 to September 1954...

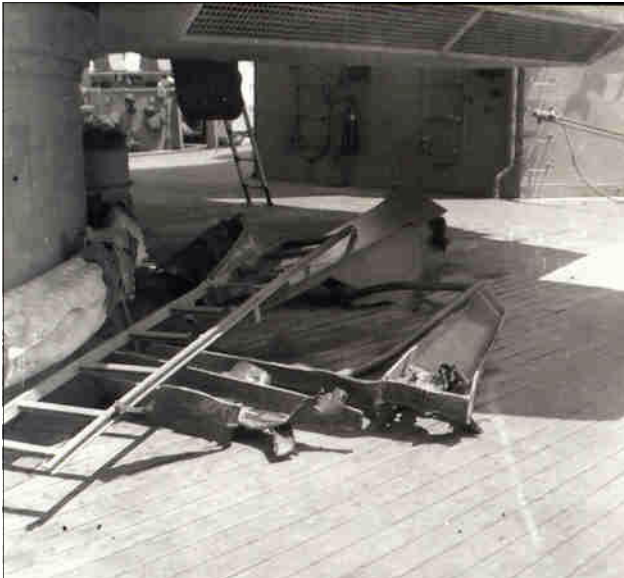




**KOREA... 1951**

**THE JERSEYMAN**

**21 MAY 1951 - NORTH KOREAN SHORE BATTERY HITS USS NEW JERSEY**



Photos are all courtesy of  
**LCDR Benjamin Conroy, Jr., USNR (Ret.)**



On 21 May 1951, while at anchor in Wonson Harbor, **USS NEW JERSEY** was hit by a North Korean shore battery. One man was killed and two severely wounded when she took the hit on number one turret and also received a near miss aft to port.

At the time, **Lt(jg) Benjamin Conroy, Jr.**, was below on watch in CIC and remembers the bridge calling down with **"we have been hit, and there are casualties."** One shell had exploded on top of Turret #1 with the damage shown in these photos. Both the port side and center buckler bags were ripped apart, along with a ladder and turret boom.

**"We were anchored in Wonson Harbor, and after we got hit quickly weighed anchor. We never anchored like that again..."** When asked if he still remembers his stateroom, there was no hesitation at all... **"Sure, it was 0134..."**

**LCDR Benjamin Conroy, Jr., USNR (Ret.)**  
 Austin, Texas

## THE JERSEYMAN

### SHIP'S REUNION 2005



09.30.2005 10:45

Attending the ship's reunion with hundreds of former crewmen and their wives on September 30th, were **RADM Ed Snyder, Jr, USN (Ret.)**, 13th Commanding Officer of **USS NEW JERSEY**, shown at the left with his wife **Mary Louise**, and **Captain Robert C Peniston, USN (Ret.)**, 14th Commanding Officer of **USS NEW JERSEY**.



09.30.2005 10:47

On behalf of the Vietnam era officers and crew, RADM Snyder and Captain Peniston presented two original crests of **USS NEW JERSEY** (painted in her Vietnam configuration,) and each crest has been signed by RADM Snyder, Captain Peniston, and renowned Maritime Artist Jim Flood. Flood was a crewman aboard BB-62 during Vietnam, and created these special Vietnam era crests.

One plaque was accepted by **CEO Troy Collins** in recognition of the HPA, and all who had worked so hard to bring the ship home, and another plaque accepted in recognition of the extraordinary work accomplished by the ship's Volunteers by Board of Trustees member **Patricia Egan Jones**.

## THE JERSEYMAN

### SAVE THE BATTLEWAGONS... By Oliver North

***There is no weapon system in the world that comes even close to the visible symbol of enormous power represented by the battleship." - Gen. PX. Kelly, U.S. Marine Corps (Ret.)***

The above words of the former Marine Commandant resonate with me. In 1969, gunfire from the battleship **USS New Jersey (BB-62)** saved my rifle platoon in Vietnam.

During its six months in-theater, the USS New Jersey's 16-inch guns were credited with saving more than 1,000 Marines. The North Vietnamese so feared the ship they cited it as a roadblock to the Paris peace talks. Our leaders, as so often in that war, made the wrong decision and sent it home. Now, 36 years later, the U.S. is poised for another battleship blunder.'

After the USS Iowa (BB-61) and USS Wisconsin, (BB-64) were taken out of active service in 1992, Congress passed Public Law 104-106, a 1996 measure requiring our last two battleships be kept ready for reactivation. But today's Navy brass wants Congress to repeal the law, strike the ships from Naval Vessel Register-the official list of available ships - and donate them to museums.

The Navy, focusing on a new "strategic vision" called "sea basing" claims the battleships' proven firepower is no longer necessary for Naval Surface Fire Support (NSFS) - the kind of mission that saved my Marines' lives three decades ago.

Adm. Vernon Clark, the chief of naval operations says, "Marines will be supported by combat air." That's great except when bad weather keeps the planes on deck instead of overhead. It also ignores the full range of support economically available from well-protected, highly mobile, gun- and missile-firing battleships. This is not your grandfather's battlewagon.

In 1983, the USS New Jersey was the best support available to the Marines after their barracks were bombed in Beirut. During the "tanker war," in the mid-1980s, every time the USS Iowa steamed into the Persian Gulf, the Iranians ceased hostilities.

In Desert Storm, cruise missiles launched from both the USS Missouri (BB-63) and the USS Wisconsin attacked scores of targets deep inside Iraq. An entire Iraqi Naval Infantry unit surrendered to one of USS Wisconsin's unmanned aerial vehicles. Unlike any other naval vessel, battleships combine survivability, speed and immediate, heavy firepower.

The Navy claims the "firepower problem" - Marines call it "steel on target" - will be solved by a new, 5-inch; Extended Range Guided Munition (ERGM). The ERGM program has been under development at great cost since 1996, the Government Accountability Office said in 2004 it is rife with cost overruns and "its problems have led to test failures and delays."

In truth, the ERGM should have been scrubbed in March 2000 when the Marines told Congress that neither ERGM nor any other 5-inch round would meet Marines' lethality requirements.

Worse, a May 2001 internal Navy report admitted ERGM won't meet Marines' volume of fire requirements either. Both needs can easily be met by the battleships' existing 16-inch guns.

Navy planners insist a new DD(X)-class of ships - also still in development - will surpass battleships' NSFS capabilities. But on April 1, 2003, Marine Commandant Gen. Michael Hagee, testified U.S. expeditionary forces "will remain at considerable risk" for want of NSFS until the DD(X) joins the fleet "in significant numbers." The Navy has since reduced the DD(X) buy from 24 ships to five. This leaves Marines high and dry unless Iowa and Wisconsin are available for rapid reactivation.

(Battlewagons - Continued)

## **THE JERSEYMAN**

Even if the Navy ordered more of the DD(X) class - at \$2 billion to \$3.5 billion each, these small, thin-skinned vessels are highly vulnerable to "sea skimmer" missiles. And a terrorist action, like the 2000 attack on the USS Cole that crippled the destroyer and killed 17, would do similar damage to a DD(X). Naval officers admit heavily armored battleships are practically impervious to such strikes, but claim the DD(X) will make up in stealth and speed what it lacks in armor. To embattled Marines, that means the nearest naval gunfire support will be moving fast far out at sea which doesn't contribute to accurate "steel on target" for troops fighting ashore.

Our Navy has no capability for providing the lethal, high volume firepower required if - God forbid - we have to land Marines on the coasts of Iran or North Korea or in defense of Taiwan.

When the Marines assaulted Um Qasr at the start of Operation Iraqi Freedom in March 2003, they had to rely on naval gunfire from an Australian frigate. The Navy's answer is to wait six years for the costly, unproven ERGM system and a half-dozen or fewer, yet-to-be built DD(X) ships. But America's enemies may not wait that long. And America's taxpayers may not want to pay the price - in blood or treasure. The DD(X)-ERGM experiments are estimated to cost \$12 billion to \$16 billion.

It would take less than two years to reactivate the Iowa and Wisconsin. The battleships are 10 percent faster than the still-conceptual DD(X). Each brings to bear twelve 5-inch and nine 16-inch guns - capable, with new munitions, of firing accurately at targets nearly 100 miles away. The two battleships can also carry nearly twice as many cruise missiles as all the DD(X) hulls combined. All that firepower is available for \$2 billion - the cost of one DD(X).

Sometimes, as I tell my grandchildren, older is better. In the case of the two battlewagons, older is not only superior, it's also much less expensive.

**(Oliver North is a nationally syndicated columnist and founder and honorary chairman of Freedom Alliance.)**

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***"After we left Vietnam, I was told that for all the days we were at the gun-line and within a 25 mile radius of the ship, no Marines or Army had been killed while we were around. Of all the things I can say about USS NEW JERSEY and what we were there to do, this was the most important to our crew and to me..."***

**RADM J. Edward Snyder, Jr., USN (Ret.)  
December 14, 2005**

## THE JERSEYMAN

**December 5, 2005**

### **Losing the Battleships By Robert Novak**

WASHINGTON -- U.S. Marines, while fighting valiantly in Iraq, are on the verge of serious defeat on Capitol Hill. A Senate-House conference on the Armed Services authorization bill convening this week is considering turning the Navy's last two battleships, the Iowa and Wisconsin, into museums. Marine officers fear that deprives them of vital fire support in an uncertain future.

Gen. Michael W. Hagee, the current commandant of the Marine Corps, testified on April 1, 2003, that loss of naval surface fire support from battleships would place his troops "at considerable risk." On July 29 this year, Hagee asserted: "Our aviation is really quite good, but it can, in fact, be weathered." Nevertheless, Marine leaders have given up a public fight for fear of alienating Navy colleagues.

The Navy high command is determined to get rid of the battleships, relying for support on an expensive new destroyer at least 10 years in the future. This is how Washington works. Defense contractors, Pentagon bureaucrats, congressional staffers and career-minded officers make this decision that may ultimately be paid for by Marine and Army infantrymen.

Marine desire to reactivate the Iowa and Wisconsin runs counter to the DD(X) destroyer of the future. It will not be ready before 2015, costing between \$4.7 billion and \$7 billion. Keeping the battleships in reserve costs only \$250,000 a year, with reactivation estimated at \$500 million (taking six months to a year) and full modernization more than \$1.5 billion (less than two years).

On the modernized battleships, 18 big (16-inch) guns could fire 460 projectiles in nine minutes and take out hardened targets in North Korea. In contrast, the DD(X) will fire only 70 long-range attack projectiles at \$1 million a minute. Therefore, the new destroyer will rely on conventional 155-millimeter rounds that Marines say cannot reach the shore. Former longtime National Security Council staffer William L. Stearman, now executive director of the U.S. Naval Fire Support Association, told me, "In short, this enormously expensive ship cannot fulfill its primary mission: provide naval surface fire support for the Marine Corps."

The Navy's anti-battleship bias began Dec. 7, 1941, when the Japanese surprise attack destroyed the U.S. Pacific Fleet's battleships. Although admirals in 1946 vowed never to bring back battleships, they served effectively in the Korean, Vietnam and Gulf wars. Congressional pressure brought the USS New Jersey to Vietnam for six months, leading the Marine commandant, Gen. Leonard Chapman, to conclude, "Thousands of American lives were saved." The Marines calculated that 80 percent of 1,067 U.S. planes lost in Vietnam could have been saved had battleships fought the entire war.

The admirals moved to get rid of battleships forever when Republican Rep. Richard Pombo proposed sending the USS Iowa to Stockton, Calif., as a museum. The Navy supports that as well as making the USS Wisconsin a museum in Norfolk, Va., and repealing the existing requirement to keep two battleships in reserve.

The Navy's anti-battleship campaign began March 15 when Adm. Charles Hamilton briefed the House Armed Forces Committee. It is no coincidence that Hamilton has been the Navy's point man promoting DD(X).

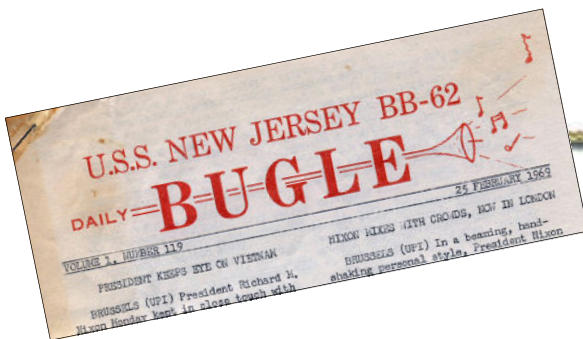
Never has it been clearer how the military-industrial complex functions. Lockheed Martin, Northrop Grumman, Raytheon, General Dynamics and BAE Systems are mobilized behind DD(X) and against battleships. Congressional staffers, eyeing a future in the Pentagon or the armaments industry, know the way to future advancement is not to be pro-battleship.

"The Marine Corps supports the strategic purpose of reactivating two battleships," said a Nov. 19, 2004, General Accounting Office report. Since then, current Marine leaders have adhered to the naval position and walked away from boosting battleships, but not retired Marines. Gen. P.X. Kelley, the renowned former commandant, said in a June statement: "I would hate to see a premature demise of the battleships . . . without a suitable replacement on station. In my personal experience in combat, the battleship is the most effective naval fire support platform in the history of naval warfare."

The Army is an interested but silent listener to this debate. Its generals have failed in their fight over stressing tube artillery. If Congress now turns the last battleships into museums, the losers will be the grunts who carry rifles.

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## THE JERSEYMAN



### USS NEW JERSEY BB-62 DAILY BUGLE...

According to volunteer **Ken Kersch** (former MR/2c, and **USS NEW JERSEY** crewman - Vietnam,) the ship did not have a "**Jerseyman**" newsletter during the Vietnam war.

We had a newsletter called the



"**Daily Bugle**" which was used to inform the crew of what was being picked up on various news broadcasts... The Bugle shown on the right is 6 legal size pages, dated Volume 1, Number 41 and dated 28 October 1968.

The lead article reads: "**SAY AGAIN THERE 'UNCLE HO?'**" and talks about a Radio Hanoi report that the North Vietnamese gunners "blazed away" at the **NEW JERSEY**, "and hit it right at the moment when the U.S. warship was bombarding the shore..." It reads: "**In Saigon, U.S. officials today denied the North Vietnamese claims that Hanoi's coastal gunner had scored the direct hits on NEW JERSEY. The U.S. spokesman said that ten to 12 Red coastal artillery shells fell 500 yards short of the big ship.**"

The color copy of "BUGLE" on top is from **QMB3 Bert Trottier**, dated 25 February 1969 and reads: "**PRESIDENT KEEPS EYE ON VIETNAM.,**" and "**NIXON MIXES WITH CROWDS - NOW IN LONDON.**"

Many thanks to **Volunteer Ken Kersch** from South Brunswick, New Jersey and to **QMB3 Bert Trottier, Jr.**, San Bernardino, California for sending copies of the "**DAILY BUGLE.**"

## WORLD'S ONLY BATTLESHIP AND THE LAST NAVY BUGLERS...

In addition to **USS NEW JERSEY** being the only active battleship in the world during the Vietnam war, she also laid claim to having the US Navy's last official buglers. They were **Seaman Bert Trottier, Jr.**, and **Seaman Robert Boling**. In addition to the normal naval bugle calls, **USS NEW JERSEY** was also known for a unique bugle call played each time **NEW JERSEY** broke away after underway replenishment (UNREP)... According to Bert Trottier...

"At the end of our first UNREP, Capt. Snyder turned to me and ordered me to play the William Tell Overture at the Break-A-Away. Panic struck me as I knew immediately what he wanted; the ending of the overture starting with that famous "**Lone Ranger**" bugle call! I also knew that I had never played it in my life and I was going to screw it up royally!

It's a difficult piece... I know we all know it, but to play it is another issue. It involves not just a double tongue technique (for very fast notes), I can do that, BUT triple tongue as well! Sure enough I played the darn thing as best I could over the 1MC and just as I had predicted (and to everyone's delight on the bridge) I screwed it up. I was mortified! The dead silence was soon broken by a laughing Captain Snyder who walked over to me, stared at me for a moment, laughed again, then ordered me to "learn it!"

With CDR Sabin's, the Navigator, and Chief Samuel Tucker's blessings I immediately got to work learning that famous piece, triple tongue and all. On the next UNREP break-a-way I had it down pat from memory and played it perfectly. The Captain was very happy. Members of the crew even made a Lone Ranger flag that was hoisted as I played. It was a very nice performance for all of us. It even netted the ship a few nice articles in the Stars & Stripes. As the only full-time bugler in the U. S. Navy, it was a great responsibility and also generated a little publicity on board the U.S.S. New Jersey, BB-62 and the U.S.S. Providence, CLG-6 until my separation in March 1971."



(Oct 1968 US Navy photo of **SN Robert Boling** (left), and **SN Bert Trottier, Jr.**, (right)

Photo caption:

"These two men are the only authorized buglers in the Navy..."



# THE JERSEYMAN

## BATTLESHIP DAYS BY HAMP LAW... (USS TENNESSEE - WW2)



### Computer Tips...

If you are having trouble reading *The Jerseyman's* small print while online...  
 Try holding down the Control Key and slowly scroll the mouse wheel up and down.

## THE JERSEYMAN

### MACHINE REPAIR...



....Looks like we will always know who stood the New Years Eve Mid-Watches in Machine Repair aboard USS NEW JERSEY for the years 1985 to 1990...

~~~~~

“Well, as for the names in the deck of the Machine Shop office... We (the guys in the machine shop) decided that we wanted to leave our mark on the ship (for a time like this.) On the 1st of January, usually on the mid-watch, the names of all the shop’s personnel was to be stamped in the deck of the shop. If I remember correctly it was started in 1985. The names were placed in order of rank. If a date follows the name, that date was the date of transfer. At the bottom of the list were the names and dates of shipmates arriving after January 1st. As for me, I left the ship in April of 1989.”

**MR1 Scott Miller, USN (Ret.)**  
**Poquoson, Virginia**

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Master Chief Tom Helvig, USN (Ret.)  
 Volunteer Writer/Editor *The Jerseyman*  
 62 Battleship Place  
 Camden, NJ 08103  
 email: Thehelig@aol.com  
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## THE JESSEYMAN

### 1952... USS NEW JERSEY MIDSHIPMAN CRUISE

#### Battleship Midshipman cruise...

"You have been asking for stories about midshipman cruises aboard Battleships... Well, during the "Middie" cruise to Europe from 19 July 1952 to 5 September 1952, the following incident took place.

On the way to Europe I was a BM3/c, and had several "Middies" assigned to my work section. The first morning at sea a few of them decided that when reveille was sounded it did not mean "they" had get out of the sack right away. I let them know in so many words that it meant rise and shine right away. I told all of them that when reveille is sounded tomorrow morning, I want them up on the O2 level before I got there! Fair warning... I brought a mattress up to the O2 level and placed it on the wooden deck just inboard of the top of the ladder that went from the O1 to the O2 level. I slept there awaiting their arrival, and the following morning sure enough they all came racing up the ladder and there I was standing there. I just said... "Well, what happened?" They all got the message and later on in the cruise one of them said to me. "Jake, I will never forget you."



**USS NEW JERSEY - middies observing depth charge training exercises... Photos were taken during the midshipman cruise of 1952, and included with the donated Korean War photo collection of Lt. Lewis Glow.**



I would also like to add the following which is a fine example of how squared away the BB-62 was... Every deck division was responsible for certain sections of the wooden decks as you may well know. When the time came (quite often) after a scrub-down or a holystoning, the use of deck swabs were used to "clamp down" the wooden decks. While in the 7th division, we had a swab rack to store the swabs in. When the swabs were put in the rack to dry we used to make sure that each strand hung straight down with no knots or snags in them. We even had a make-shift swab comb to comb the strands straight down. They looked nice, white and seamanlike, and I used to check them after each use. Battleship sailors really are a special breed."

**BM3/c Charles Jacobus,  
(USN 1945-1953)  
USS NEW JERSEY  
Auburndale, Florida**



**USS NEW JERSEY alongside  
USS KENNETH D. BAILEY (DD-713)**

## THE JERSEYMAN



### Happy 80th Birthday! "Turret Captain" Marty Waltemyer

~~~~~

With the help of a very willing group of "Senior" volunteers ranging in age from 67 to 79, **Marty Waltemyer** was the main force that replaced each of NEW JERSEY's 9 heavy black bucklers "bloomers" (approximately 500 pounds each,) at the base of each 16" rifle. Marty also managed to close the open and very heavy breeches on each of these 16" rifles. And we might add, he did it all without any of the tools and equipment found at a naval shipyard. Marty also safely supervised the restoration of each of the 5" secondary batteries... and restored the ship's ceremonial cannons. He also made sure that each of the 16" barrels were finally positioned at the 5 Deg. projectile loading position.

We think it's safe to say, that **Marty Waltemyer** is probably the single most "go-to" volunteer counted on to get those truly big battleship jobs done safely and correctly.



### Happy 80th Birthday Marty!



#### New Ship's Bell Photos received - Thanks!

#### **USS ROCKY MOUNTAIN (AGC-3)**

on display at Veteran's Museum and Memorial Center  
San Diego, California

Contributed by:

**HTC Ron Reeves, USN (Ret.)**  
West Collingswood, New Jersey



#### **USS HORNET (CVS-12)**

Museum and Memorial at  
Pier 3, Alameda Point, Alameda, California

Contributed by:

**Volunteer Joe Moran**  
Philadelphia, Pennsylvania



#### **USS TENNESSEE (BB-43)**

Museum at Jacksboro, Tennessee  
Contributed by:

**Curator Paul Dawson**  
and  
**Crewman SN1/c Hamp Law**  
West Monroe, Louisiana

## THE JERSEYMAN

### SHIP'S BELLS

#### USS CHICAGO (CL-29/CA-29)

**Displacement: 9,300 Tons**

**Length: 600'.3" Beam: 66'1" Draft: 16'8"**

**Speed: 32 knots**

**Class: Northampton**

USS CHICAGO (CL-29/CA-29,) was built at the Mare Island Navy Yard, and Commissioned in April of 1931.

When the Pacific War erupted on 7 December 1941, CHICAGO was operating at sea. She participated in patrol and search missions during the first weeks of the conflict, and in early February was sent to the south Pacific to protect Allied positions and shipping there against the Japanese Navy's great offensive. She participated in the Battle of the Coral Sea in early May, mainly as a component of a surface force intended to intercept Japanese invasion forces bound for Port Moresby, New Guinea. While performing that mission on 7 May, CHICAGO was lightly damaged in an enemy air attack.

Remaining in the south Pacific area, CHICAGO participated in the August invasion of Guadalcanal and Tulagi, in the southern Solomon Islands. On the night of 8-9 August, she was patrolling between Guadalcanal and Savo Island with HMAS CANBERRA and two destroyers when they were attacked by a force of Japanese cruisers. CHICAGO was torpedoed in the extreme bow in this brief action and withdrew from the area the following day with the rest of the invasion force. Repaired on the U.S. west coast, she returned to the combat zone in January 1943. While en route to Guadalcanal with a task force of cruisers and destroyers on 29 January, she was twice torpedoed by Japanese aircraft during the Battle Of Rennell Island. While being towed clear of the danger zone, USS CHICAGO was sunk in another torpedo attack in the evening of 30 January 1943.

USS CHICAGO (CA-29) received three battle stars for World War II service.

**Photo contributed by: Ron Ritzler, Volunteer at the Museum of Science and Industry, Chicago, Illinois. The CHICAGO bell is currently in archives storage at the Museum of Science and Industry, Chicago, Illinois.**

(Source: Dictionary of American Naval Fighting Ships (DANFS), and the Naval Historical Center)



*"God grants liberty only to those who love it, and are always ready to guard and defend it."*

Daniel Webster - 1834

## **THE JERSEYMAN**

### **Senior Chief Signalman David C. Graham, USN (Ret.) - "Mr. Battleship" Chairman and Founder, American Battleship Association (ABA)**

On November 5th, *The Jerseyman* received the following notice from the **Battleship Missouri**:

***"We are saddened to learn of the passing of Shipmate David C. Graham on Sunday October 30, 2005. Dave was a battleship sailor going back to WW II where he served aboard the USS Idaho (BB-42). He was the founder and Chairman of the American Battleship Association, Chairman of the USS Idaho Association and an Honorary member of the USS Missouri Association. A memorial service and plaque dedication will be held in Fredericksburg, Texas (Nimitz Museum) in March 2006 in conjunction with the ABA Reunion to be held in San Antonio. Our heart goes out to his wife Margaret and his family. He was a friend to all battleship sailors and he will be truly missed.***



~~~~~

"I'll never forget Dave. We met at every one of the BB re-commissionings, and we enjoyed swapping sea stories. I'd bring my 'stuff' from every ship along, and we'd go over it, and I gave him a lot of extras then too. At the Wisconsin one I remember he wig wagged the signalman on the ship, and they talked by flag for about 10 minutes....He was a good shipmate, and I'll miss him. I thought of him often too lately. Thanks, for sending this - will put copy in the ABA files..."

**HTC Ron Reeves, USN (Ret.)** - West Collingswood, New Jersey

~~~~~

"Thank you for the notice of the passing of Dave Graham. There aren't many old salts, still around, that have been so truly dedicated to promoting the memory of their ship and former shipmates, as Dave was. On behalf of the **USS Intrepid Former Crewmember Association**, our hearts go out to Mrs. Margaret Graham."

**John Simonetti, Past President USS Intrepid - Former Crewmember Association**, Mabank, Texas -

~~~~~

"My name is Sam Stia. I am a member of the **USS INTREPID**, and I just got word from the USS INTREPID President of our association, John Simonetti, that Senior Chief Dave Graham of the "Battleship Association" has passed away. I am deeply sorry to hear that. I attended the Battleship Association trip to China, Japan and Russia with him, and all our other battleship shipmates and families. It was my pleasure in meeting the Senior Chief and his wife Margaret. Thank you for informing John Simonetti so that he could let all shipmates know."

**Sam Stia, US Navy Retired**, Trenton, New Jersey

~~~~~

***"I want to thank both BB63 and BB62 for all their kind words about Dave. I wish you both a great reunion in the coming years... Dave always wanted shipmates to get together and tell their sea stories... keep up the good work.***

**Margaret Graham,  
San Diego, California**

~~~~~

On March 31, 2006, the **American Battleship Association**, will present a commemorative plaque honoring all US Navy Battleships. The plaque was built from contributions by ABA members, and will be dedicated at the Nimitz Museum in Fredericksburg, Texas by Mrs. **Margaret Graham**. **Senior Chief Dave Graham, Founder and Chairman of the ABA**, personally chose March 31st as an appropriate date for the plaque presentation as it marked the decommissioning date of our last US Navy battleship - **USS MISSOURI (BB-63)**, on 31 March 1992.

Dave Graham was a fine shipmate, and a frequent contributor to *The Jerseyman*. Readers may recall his 1944 story of **USS IDAHO** in floating drydock, and recent very funny story of learning how to sleep (and fall out of) his hammock... Dave also shared the story of how he had celebrated September 2, 1945 in our October 2005 issue. It should be known that it was **Admiral Arleigh Burke**, who first gave Dave Graham the title of "Mr. Battleship," - *"he can answer anything about US battleships..."*

On behalf of all *Jerseyman* readers, our deepest sympathies go out to Margaret, and the family.

- Master Chief Tom Helvig, USN (Ret.)

## THE JERSEYMAN

### TAPS - 2005



*Shipmate Carl Arzillo  
...on March 9, 2005*

*Taps  
"Fading light dims the sight,  
And a star gems the sky,  
gleaming bright.  
From afar drawing nigh  
Falls the night."*

*"Day is done, gone the sun,  
From the lake, from the hills,  
from the sky.  
All is well, safely rest,  
God is nigh."*

*"Then good night,  
Till the light of the dawn shineth bright,  
God is near, do not fear  
Friend, good night."*

*CDR Julius C. C. Edelstein, USNR...*

*...on November 18, 2005*



In late November, we received a call that **Senior Vice-Chancellor Emeritus Julius C. C. Edelstein of the City University of New York (CUNY)** had passed away in New York City.

*The Jerseyman* recently had contact with Mr. Edelstein, who recounted for us his World War 2 days aboard USS NEW JERSEY as the first editor of *The Jerseyman*, and as Battle Announcer for the ship.

From the New York Times... **"Although he had never graduated from college dropping out of the University of Wisconsin, he became a senior vice chancellor of the City of New York and devoted nearly 40 years to ensure that economically and educationally disadvantaged students had access to a college education..."** Mr. Edelstein was 93.



### And more sad news...

"We lost another one the night the eye of Hurricane Wilma passed over Naples, Florida. **Howard G. Hare** passed on that night with the storm keeping all his relatives away except for his wife **Ruth** who sat and held his hand. Howard was a Pearl Harbor survivor. Trapped below decks on the **'WeeVee', USS West Virginia BB-48**, it took forty eight hours for the shipfitters to cut a way topside to his freedom. Howard was a member of the ship's band... He has now 'Gone West' leaving a large and proud legacy to his children and grandchildren."

**Eddie Arnold IC 2/C** (Shipmate) Kingman, Arizona

## UNITED STATES NAVY SHIP'S BELLS

A Naval Heritage Tribute  
by *The Jerseyman*

### Battleships ~~~ USS NEW JERSEY (BB-16)

#### USS NEW JERSEY (BB-16)

**Displacement:** 14,948 Tons

**Length:** 441'3" **Beam:** 76'3" **Draft:** 23'9" **Speed:** 19 Knots

**Armament:** 4 12", 8 8", 12 6", 4 21" TT

**Complement:** 812

**Class:** *Virginia*

The first USS New Jersey (BB-16) was launched 10 November 1904 by Fore River Shipbuilding Company, Quincy, Mass.; sponsored by Mrs. William B. Kenney, daughter of Governor Franklin B. Murphy of *New Jersey*; and commissioned 12 May 1906, **Captain William W. Kimball** in command.

In company with fifteen other battleships and six attendant destroyers, *New Jersey* cleared Hampton Roads 16 December 1907, her rails manned and her guns crashing a 21-gun salute to President Roosevelt, who watched from *Mayflower* this beginning of the dramatic cruise of the Great White fleet. The international situation required a compelling exhibition of the strength of the United States; this round-the-world cruise was to provide one of the most remarkable illustrations of the ability of seapower to keep peace without warlike action. Not only was a threatened conflict with Japan averted but notice was served on the world that the United States had come of age, and was an international power which could make its influence felt in any part of the world. Commanded first by **Rear Admiral Robley D. Evans**, and later by **Rear Admiral Charles S. Sperry**, the fleet laid its course for Trinidad and Rio de Janeiro, then rounded Cape Horn. After calling in Punta Arenas; Valparaiso and Callao the battleships made a triumphant return to the United States at San Francisco. On 7 July 1908 the fleet sailed west, bound for Hawaii, Auckland, and three Australian ports; Sydney, Melbourne, and Albany. Each city seemed to offer a more enthusiastic reception for the American sailors and their powerful ships than had the last, but tension and rumor of possible incident made the arrival in Tokyo Bay 18 October unique among the cruise's calls.

Immediately it was clear that no special precautions had been necessary; nowhere during the cruise did the men of *New Jersey* and her sisters meet with more expression of friendship, both through elaborately planned entertainment and spontaneous demonstration. The President observed with satisfaction this accomplishment of his greatest hope for the cruise: "The most noteworthy incident of the cruise was the reception given to our fleet in Japan."

In one of the last ceremonial acts of his presidency, **Theodore Roosevelt** reviewed the Great White Fleet as it went up to anchor in Hampton Roads 22 February.

During World War I, *New Jersey* made a major contribution to the expansion of the wartime Navy, training gunners and seamen recruits in Chesapeake Bay. After the Armistice, she began the first of four voyages to France from which she had brought home 5,000 members of the AEF by 9 June 1919. *New Jersey* was decommissioned at the Boston Naval Shipyard 6 August 1920, and was sunk off Cape Hatteras 5 September 1923 in Army bomb tests conducted by **Brig. Gen. William "Billy" Mitchell**.

The bell from the first **USS NEW JERSEY (BB-16)** was donated 85 years ago to the City of Elizabeth, New Jersey when the ship was decommissioned on August 6, 1920. It is on permanent display in front of City Hall on West Scott Plaza in Elizabeth, New Jersey.

Sources:

**Dictionary of American Naval Fighting Ships (DANFS) Vol. V, pp 59-60**, and the **Mayor's Office Elizabeth, NJ: Mayor J. Christian Bollwage**, Director of Public Works **John PaPetty, Jr.**, and Assistant Superintendent of Public Buildings, City of Elizabeth, **Anthony Bottitta**.

#### (Editor's Note:

Although the Mayor's Office performed an exhaustive search, it could not be determined if **Fleet Admiral William F. "Bull" Halsey**, who was a Destroyer Commander at the time, was involved in the BB-16 bell presentation. Fleet Admiral Halsey was born in Elizabeth, New Jersey on 30 October 1882, and attended Elizabeth's Pingry School, a private college preparatory day school for K-12 education before entering the US Naval Academy in 1900.)



## THE JERSEYMAN



“Here’s another photo of a “Biggie” coming aboard. I think this one was in a storm off the Virginia Capes... It was always a spectacular sight to see a big wave get smashed open by the ship’s bow. You would hear a kind of muffled “Ka-Boom!” As this happened, the bow would disappear under this avalanche, but then would come rising back up and out of the trough. Then, this gigantic geyser of water comes crashing down on the foc’sle and races down the deck until it smashed itself against the Quad 40mm gun tubs and directors. When it’s momentum broke, what was left of this water mass roared down the deck to pound into the breakwater forward of Turret #1... and while all this was going on, the bow was still rising up even higher above the seas. The higher it rose, the more it would shake and shudder. Any storm at sea aboard NEW JERSEY was awesome - a humbling experience.”

**PH3 John Hastings  
USS NEW JERSEY  
Appleton, Wisconsin**