



1st Quarter  
2008

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

## ***THE JERSEYMAN***

**6 Years - Nr. 57**



**Rear Admiral J. Edward Snyder, Jr., USN (Retired)  
(1924 - 2007)**

## THE JERSEYMAN



### Rear Admiral J. Edward Snyder, Jr., USN (Ret.) (1924 - 2007)

Born in Grand Forks, North Dakota on 23 October 1924, Admiral Snyder entered the US Naval Academy on 23 July 1941 and graduated as an Ensign on 7 June 1944. After attending a course of instruction at NAS Jacksonville from July 1944 to October 1944, he was ordered to USS *Pennsylvania* (BB-38), and served as Signal Officer until October 1946. Cruiser assignments followed in USS *Toledo* (CA-133), and USS *Macon* (CA-132). From January 1949 to February 1950, Snyder was assigned instruction at the Armed Forces Special Weapon Project, Field Activities at Sandia Base, New Mexico, and at the Navy Special Weapons unit #1233, Special Weapons Project, Los Alamos, New Mexico. He was then assigned as a Staff Member, Armed Forces Special Weapons Project at the Los Alamos Scientific Laboratory in Albuquerque, New Mexico.

From July 1951 to August 1952, Lieutenant Snyder was assigned as First Lieutenant/Gunnery Officer in USS *Holder* (DDE-819). From August 1952 to June 1953 he attended Naval Postgraduate School in Monterey, California, and it was followed by instruction at the Naval Administration Unit, Massachusetts Institute of Technology, Cambridge, Mass., from June 1953 to June 1955. Fleet Sonar school, Key West, Florida followed from June 1955 to August 1955.

Lieutenant Commander Snyder was assigned from August 1955 to January 1956 as Executive Officer and Navigator in USS *Everett F. Larson* (DDR-830), and from January 1956 to March 1957 as Executive Officer of USS *Heermann* (DD-532). He became Commanding Officer of USS *Calcaterra* (DER-390) from March 1957 to August 1958. From August 1958 to November 1959, he was further assigned as US Naval Inspector of Ordnance, Sunnyvale, California (Re-entry Body Officer/Warhead Officer). From November 1959 to July 1960 his assignment was as Bureau of Naval Weapons Representative, Lockheed Aircraft Corp., Missile and Space Division, Sunnyvale, California (Re-entry Body Officer/Warhead Officer.) On 1 February 1960 he was promoted to Commander, United States Navy.

From July 1960 to June 1961, Commander Snyder attended the Naval War College at Newport, Rhode Island. This was followed with an assignment as Commanding Officer, USS *Brownson* (DD-868) from June 1961 to July 1963. From June 1963 to July 1967, he was then assigned to the Office of the Assistant Secretary of the Navy (Research and Development) Navy Department, Washington, DC (and Executive Assistant and Naval Aide for five months.) In July of 1965 he was promoted to Captain, United States Navy.

From December 1967 to August 1969, he was assigned as Commanding Officer, USS *New Jersey* (BB-62), officially taking command from April 1968 to August 1969. On being relieved in August 1969, and until August 1971, Snyder served with Commander, Cruiser-Destroyer Force, U.S. Atlantic Fleet (Chief of Staff). He was promoted to Rear Admiral, United States Navy on 1 September 1971.

This was followed with assignments as Commander, Training Command, United States Atlantic Fleet/ADDU: Commander, Fleet Training Group Norfolk, Norfolk, Virginia from August 1971 to June 1972. From June 1972 to July 1975, Admiral Snyder was the Oceanographer of the Navy, Washington, DFC (ADDU: Office of CNO (Director, Oceanographic Division since October 1972 and Naval Deputy to the Administrator, National Oceanic and Atmospheric Administration, Department of Commerce, Washington, DC since August 1974.) He was placed on the US Navy Retired list on 1 July 1975, and continued on active duty. He was further assigned to the Office of the Under Secretary of the Navy, Washington, DC (Special Assistant to the Under Secretary of the Navy) from July 1975 to September 1976. From September 1976 to June 1980, Admiral Snyder served as the Oceanographer of the Navy, in Washington, DC.

Admiral Snyder was awarded a number of medals including the Legion of Merit with Combat "V" and three Gold Stars in lieu of subsequent awards, and the Meritorious Service Medal. His special qualifications included an award as Master of Science in nuclear physics by the Massachusetts Institute of Technology, Cambridge, Mass - 1955, Surface Warfare Officer; Ordnance Engineering: Weapons Systems, and was Language Qualified in French as Translator. He also received an honorary PhD., from the Massachusetts Maritime Academy.

While Oceanographer of the Navy, Admiral Snyder was elected to the National Academy of Engineering in 1979, and ADDU as Special Assistant to: Director, National Science Foundation; Vice Commandant of the US Coast Guard; and Assistant Secretary of Interior.

### Editor's note: Remembering Admiral Snyder...

The passing of Admiral Snyder was a sad day for all who were privileged to know him. Almost immediately after the word was passed that he had died on Sunday, November 4th, the e-mails and phone calls began to come in. The most poignant expressions of loss were from his USS *New Jersey* crewmen during Vietnam, and he will be long remembered by each of them. Many expressed their pride in having had the opportunity to serve aboard USS *New Jersey* with Captain Ed Snyder. "If I could have served with him again, I would have gone back in a heartbeat," was a phrase often heard.

As the Volunteer Writer/Editor of *The Jerseyman*, I met Admiral Snyder at the first reunion of *New Jersey* Veterans held aboard the ship in the summer of 2002. He was very enthusiastic and supportive of what we said we wanted to do with *The Jerseyman* of today, and offered his help "anytime," with whatever we wanted to know about the ship during Vietnam. He was good to his word... over the next 5 years, we spoke many times, and he shared many stories with us for *The Jerseyman*. Up to now, we have only be able to share but a few of them.

In the photo at right, Captain Snyder is seen cutting a monthly birthday cake for celebrating crewmen aboard *New Jersey*, and which he always attended without a miss. Even when he elected to have surgery aboard the ship, and could hardly walk, he was there. It was this obvious caring for the crew that remains with all of them to this day.



With the 40th anniversary of the ship's re-commissioning for Vietnam coming up next April, and now, sadly being commemorated without Admiral Snyder, we are asking for the participation of crewmen in providing stories and photos for *The Jerseyman*. In particular, we would like to record what crewmen remember today about serving with Captain Snyder, and of being aboard *New Jersey* during the nearly constant firing missions of 40 years ago. One of the concerns most often repeated to us by Snyder was about those daily firing missions... "the effect on the gun crews, and dealing with nearly round the clock firing was a big problem for me. How to rotate battery assignments and relieve the men enough to maintain focus and safety - it was on my mind all the time." He also said that his biggest satisfaction during Vietnam was from a comment once made to him by one of the infantry Generals. He was told: "I want you to know Captain, that as long as the *New Jersey* is out there, nobody is dying within a radius of 23 miles". "We were all very proud of that."

Admiral Snyder also recounted several instances of what the *New Jersey* had to do to protect the troops on the ground, and this included bringing the ship close to shore. According to **Retired Senior Chief Gunners Mate Mike Murphy** of Panama City, Florida, and who was in charge of all portside secondary batteries... "during one operation



we came in so close ashore for a firing mission far inland, that we were kicking up thick mud. As we looked down at the churning mud, a Master Chief standing next to me said: 'I think the only way the old man won't make Rear Admiral is if he grounds this ship...'

Through the years we have received a number of notes from Ed Snyder, and this one from June of 2003, talked about the ship's nicknames during Vietnam: "I do remember some of them. The Marines in NAM, and that came from New Jersey, called her 'New Jersey Hilton.' Naval aviators called her 'Bamboo Cage Preventer', and the Air Force (who spotted for us in far Northern Vietnam) called her 'Baby Blue Eyes' due to the two swimming pools. The NSA also called her 'Blue Eyes' from the satellite photos. I never heard the nickname 'BIG JAY' until I went to the first reunion after the 80's reactivation.

I also had, I am certain, lots of nicknames, but the only one I ever heard about was being called 'The Phantom'. I would love to hear some of the others..."

**4 October 1968** - Captain Snyder signals a "Thumbs-up" after USS *Haleakala* (AE-25) completes rearming USS *New Jersey*.

(At Captain Snyder's order, breaking away from an UNREP such as this one, was followed by the "*William Tell Overture*" played over the 1MC by USS *New Jersey's* bugler...)

He will be greatly missed... - TH 3



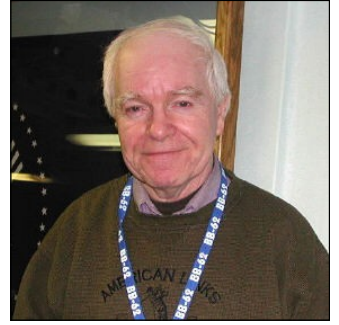
## THE JERSEYMAN

### Retirement of Bob Walters, first Artifacts and Collection Manager...

On Friday, September 28, 2007, Bob Walters officially retired from Battleship New Jersey, and was “piped” over the side by his many friends and shipmates.

Through the years, Bob Walters has offered quite a bit of himself to this great ship. He first stepped aboard as a Quartermaster from 1955 to 1957. Years later, he also worked hard for the ship’s return home to New Jersey. Following that, he became a ship’s volunteer, and then capped it off with another personal contribution as the ship’s first Artifacts and Collections Manager. To that long list of service, we need to add that for the past 6 years, Bob Walters has been the behind the scenes right-arm for providing most of the interesting artifacts that we have been able to share with readers of *The Jerseyman* each quarter.

Although Bob plans to take a few months off to check out “how this retirement thing works”, and to complete “Mary’s growing To-Do” list, he also plans to return to the ship again as a volunteer. Maybe Bob will help us out when we need to move around a few of those 1,900 pound projectiles... Well Done shipmate!



### Volunteer Lou Fantacone US Naval Armed Guards... as told to Tom Helvig

"I was raised in Philly during the depression and still remember kicking coal off of freight trains to bring home for heating. I was only 17 in 1943 and like most of us, we wanted to do our part and to 'kill Japs', and so I joined the navy. I went through boot at Great Lakes for about 8 weeks, and when we graduated they sent us to Algiers, Louisiana to wait for orders. I couldn't wait to get to sea, and was told that the fastest way to get a ship was to volunteer for the Naval Armed Guards, and so that's what I did.

They sent us for Armed Guard training at Gulfport, Mississippi and to Shell Beach, Louisiana - it was all geared toward teaching us about guns. We had training in 30 cal. and 50 cal. machine guns, 20mm, 5"/38, 5"/51, 3"/50's and more. We also had to learn all the gun positions; Pointer, Trainer, sight-setter, shellman, powderman - by the time we were finished, I think we could have qualified as Gunner's mates. I reported to my first ship, the **S.S. Benjamin D. Wilson** in Charleston, South Carolina on November 12, 1943, and was assigned as a 20mm gunner on the starboard side near the stern. We loaded the ship up, and left on November 17th for Norfolk to wait for a convoy. There were hundreds of ships in the convoy. Some of them headed for the North Atlantic, and we went on to the Med. I remember we also prepared for expected strafing by the Germans from the Island of Crete. They had an airfield located there and we put up helium filled barrage balloons over the ship.

When we loaded up with coal in East Africa, I can remember being told to "wear no insignias," there were enemy agents all over the place... and then we headed for Cape Town and to Brazil, and then back to New Orleans. We never had a chance to make many friends in the guards because we transferred every 6 months, and shipped out with new crews. From the **Benjamin Wilson** I was transferred to a tanker, the **S.S. Gulf Coast** in Philadelphia, and we loaded up at Girard Point... I really don't remember knowing about the hundreds of merchant ships being torpedoed, and about the men we were losing. But I do know that we were all in constant fear. Torpedoes were always on your mind, and you know, dolphins can also make a wake in the phosphor of the sea, so lots of false calls and General Quarters alarms were coming down from the bridge.. During my time, I was lucky and none of my ships were hit. We usually had about 25 armed guards aboard, depending on the number of guns on the ship. Usually we had an Ensign

up to a Lieutenant in charge, and there was a Radioman, Signalman, Gunner's Mate, and maybe a Coxswain aboard. Most were Seaman 1/c, and we made \$66 a month, and \$13 more for sea duty.

The worst storm of my life is still fresh in my mind aboard SS **Gulf Coast**, and it was in the North Atlantic off of Plymouth, England. Everything was breaking loose from the rolling, and there was a certain point in each roll where the ship would shudder and you knew she would not be coming back... but she did. We went on like this for about 2 or 3 days, and we couldn't get to the food even if we wanted it.

Then if the ship had a break down, you were on your own and had to make it to port alone, and made a good target, but again we were lucky.

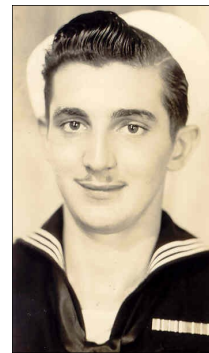
Then in 1945, I was re-assigned again to **S.S. Arizonan**. By now we weren't worried about German submarines, but about the buzz bombs. We would hope they ran out of fuel when they were right over our heads, because then we knew they would miss us. In April 1945 we were sent to Lido Beach for three months of advanced infantry training, and we turned in all of our navy gear for army gear. We were being trained with ground combat weapons like BAR's and the like for the Invasion of Japan. But then they dropped the two bombs in August 1945, and that was it. I was then shipped to Japan for Occupation duty in October 1945 and stayed there until March of 1946".

Submitted by

**Lou Fantacone,**  
Bensalem, Pennsylvania

Editor's note:

More than 1,600 merchant ships were sunk or damaged between 1940-1945, and over 2,000 U.S. Naval Armed Guards were reported killed. News reports of these merchant losses were highly classified and not reported until after the war. (Source: American Merchant Marine Association, and the U.S. Maritime Service Veterans.)





**FROM THE MAILBAG...**



**Correction...**

In a recent issue of *The Jerseyman*, I had commented that Battleship Missouri's bow is facing the Arizona Memorial from what I thought was about the same berth as USS California had on December 7, 1941. This is an error, and I received a correction from **Bud Galow**, former crewman aboard USS *Tennessee*.

"California was behind the Maryland and Oklahoma, and Tennessee and West Virginia were immediately in front of the Arizona.

By accident, two officers aboard at that time decided to get underway ASAP and started to make turns for 12 knots. That is what kept the fires from all of battleship row.... this is a nice photo and a good shot of where things took place so very long ago.

I just learned the story as to the berthing of the WeeVee and Tenn. They had been out target firing and the Admiral wanted to watch BB-43's work, so he transferred from Tennessee to West Virginia, after the exercise was over they came back to Pearl and never transferred the Admiral back to Tennessee. Now you know why the Flag never wants to cross another deck to get to his gig, and that is why West Virginia took all those hits and Tennessee had minor damage."

As seen in this photo, and counting the white mooring blocks seen to the left of the photo, Missouri is most likely in the berth that was once occupied by USS Tennessee, or USS Maryland On December 7, 1941. The USS California berth would have been located aft of where Battleship Missouri is moored today. Many thanks for setting us straight Bud... - TH



**USS New Jersey (BB-62)**

"As she looked upon her arrival in Long Beach, California for reactivation in August of 1981..."

Photo submitted by **Captain Arnold Kleeberg**,  
NJ State Police (Retired)  
Colts Neck, New Jersey

### FROM THE MAILBAG...



#### **SS American Victory...** by Volunteer Rich Zimmerman

Tom, as you requested a while ago, I visited the *SS American Victory* in Tampa last winter and here are a couple of pictures for *The Jerseyman*. It truly is a neat old ship. Regrettably though, she is docked next to the cruise terminal in Tampa, Florida and because of it's location almost no one knows she is there. I only found out about it by talking to the trolley operator. It is located im-

mediately behind the aquarium and shielded by trees, so you have to ask for directions or go and look for it on your own.

The ship appears to be in fine shape. Like the Battleship New Jersey, they also have a small but very loyal group of volunteers that work on the ship. The tours are all self guided and visitors can cover about as much on the ship as their legs will take them. We were also permitted to go way below decks, and the main cargo hold has been converted into an impressive museum. I ran into two of the ship's volunteers at lunch and we had a nice discussion about the ship and the her history. I gave them a couple of our battleship pins and invited them to come up and see us at the Battleship New Jersey in Camden.

In my opinion, *SS American Victory* is in as good a shape as the Liberty ship *SS John Brown* in Baltimore, but they do have a problem of making the ship more visible to potential visitors. Most of the nearby cruise ships don't even see her until their ship moves out, and that would be when they might first notice *American Victory*. But at the end of their cruise, I think the passengers might then be too rushed to have the extra time to visit this well maintained and historic ship of WW2.

Submitted by

**Volunteer Rich Zimmerman**

Laurel Springs, New Jersey



Shipmate Tom,

I just finished downloading and reading your article about the Brooklyn Dodgers in the last issue. Whew! What a load of memories. You said just about everything I've felt about "dem bums" that I grew up with. And when they moved to LA, I too, gave up baseball. A bonus was that I had forgotten about Clem Labine and Billy Cox, but I remember the rest. I remember when Gil Hodges was in a hitting slump and how Brooklyn fans even said novenas for his successful return to bat. Being a Brooklyn Dodger definitely built character. Fans then, remained fans, despite frustration, heartbreak, and the New York Giants.

Thank you so much for your article. There are a few Brooklyn Dodger fans here in Pocatello, Idaho, who will appreciate a copy of your article "wait till next year."

**CWO3 Ken Seaman, USN/Retired**

USS *Ingraham* (DD-694), USS *Forest Sherman* (DD-931), USS *Lester* (DE-1022)...

Pocatello, Idaho



### A trip to the World War 2 Memorial... by Hamp Law, USS *Tennessee* (BB-43)

Oh, what a day October 27th, 2007 was for me and some 93 other WWII Veterans! We were treated to a "Once in a lifetime trip" to view the World War Two Memorial, and many other historical sights of Washington, D.C., courtesy of the "Louisiana HonorAir" - a tribute to World War 2 veterans, and we can't thank them enough. Some of us could walk, "kinda", some were aided by canes, some with walkers and some made the trip with the aid of wheelchairs, and a wonderful group of assistants who were always "right there" in case any help was needed.

This was a tough weekend for me, because my friend and sponsor, Mr. Ted Landry, flew his own 6 passenger plane from Abbeville, Louisiana, up to Monroe on Friday, October 26th, and this allowed me to visit and spend the night with my old shipmate from USS *Tennessee*, Chuck LaFitte, but we had to be ready for our ride to Lafayette airport at 5 a.m. No sleep that night. We boarded a US Airways jet, had a smooth flight, and landed in Washington about 10:30 a.m. We were all issued Red, White or Blue caps so our assistants could keep the groups by cap color, and check the time allowed for us at each stop.

Then we got to stop at the Iwo Jima Flag Raising Monument, which was the one that I feel so close to, because *we were there* when this happened! Our ship, USS *Tennessee*, was one of the bombardment fleet that had shelled this volcanic island for days, and when I still see these young, and it seemed to me just out of High School boys, looking up and yelling at us as we talked to them through the anchor chain ports at the bow... with their nervous laughter they invited us to "go with them" to the beach, as they passed us by in the invasion "ducks" with tracks spinning. And in the groups were regular "landing craft" as they took their places in the "waves"... seven of them I think.

This was too much for me, because I then remembered the invasion of Tarawa, and as the battle wore down and our ship cruised slowly back and forth, it allowed our 5" gun batteries to do "call fire" for the Marines on the island, as we could not afford further use of our 14" battery. It was at this time, when we were allowed out of Turret 1 for a breath of the hot air, there on the port side, amid all of the floating trash of this terrible battle, floating face down, was the lifeless body of a young Marine that they had not had time to retrieve, slowly rocking back and forth in the gentle waves. I don't guess he had even made it to the beach.

Now, I still can't get that scene out of my mind as I wept and still weep for this young boy, that would never realize any of his plans or dreams he might have had for the future. I still find myself thinking about him, and his family, wife, or girlfriend that he wrote to every night, I'm sure to encourage them, and now that dreaded telegram will reach them even before his last letters arrive home a week or two later. He still appears in my dreams today, I can't think about him without crying. I never saw his face, and now as I looked down into the faces of these young Marines as they readied themselves to charge onto the beaches of Iwo Jima, it was just more than I could stand. I am not ashamed to say that I went back to lean against the hot molded steel of Turret 1 and I wept. I wonder today how many of these young lifeless bodies haunt other World War 2 veterans in their everyday lives and in their dreams. Now, even standing there looking up at the "FLAG RAISING ON IWO JIMA", the tears rolled down and I think of all of the men that died to make this possible. I thank God, that He allowed me to fight alongside of these wonderful, brave, dedicated men and women, and may He bless and keep their survivors...

I think we got back to Lafayette around 8:30 p.m., and we were then greeted by a water arch provided by the town fire trucks. But the really big surprise for me, and as the bands played, and a large crowd cheered and waved flags as we proceeded down the escalator one at a time... well, the tears rolled down the cheeks again. What a wonderful recognition, and I thank everyone that took part in this!

Then my good friend Ted Landry and I rolled out his plane, and he flew me back home to Monroe in time for dinner on Sunday. I ain't got my legs workin' right yet...

Submitted by:

**Hamp Law**

USS *Tennessee* (BB-43)

West Monroe, Louisiana



USS *Tennessee* shipmates...

"Hamp" Law on the left and "Chuck" LaFitte on right



# THE JERSEYMAN

Guam... Bastogne... Aachen... Midway...  
 Saipan... Okinawa... Leyte Gulf... Iwo Jima...  
 Coral Sea... Burma...  
 Anzio... Wake Island... Kassarene pass... Falaise Gap...  
 Guadalcanal...  
 Kwajalein... Luzon... Corregidor... Santa Cruz...  
 Pearl Harbor... Pelelieu... Schweinfurt...  
 Makin... Savo Island... Tassafaronga...  
 Pointe du Hoc... Philippine Sea... Bataan...  
 Tarawa... Java Sea... Cape Esperance...  
 Normandy... New Guinea... St. Lo...



### Recovered wreck of C.S.S. *Alabama*...

by **Bill Johnson**, Mobile, Alabama

Recently the wreck of the C.S.S. *Alabama* was discovered at the bottom of the English Channel, and a marine excavation was undertaken. While artifacts were being raised from the ship, the remains of a crewman were also discovered and eventually transferred to Mobile, Alabama, the home of the ship's Commanding Officer, **Captain Raphael Semmes**. The sea had truly given up one of her dead. On July 28, 2007 this Confederate sailor was given a full and proper military funeral in Mobile, Alabama, and I was honored to be there. His final war patrol of 143 years ago had finally come to an end, and he was home.



**C.S.S. *Alabama*  
Ship's bell & bolts**

Why is this story significant today? Well, regardless of anyone's personal and political views, this historic event is a major part of American history. To my knowledge, this funeral was not covered by the media other than a few paragraphs in our local newspaper and a short spot appeared on the evening news. As an American by birth, a Southerner by heritage and a former US Navyman by choice, I felt this unknown Confederate crewman deserved much more. Like many of us who read "*The Jerseyman*," this sailor also chose the sea to serve his country a long time ago, and in the end he made the ultimate sacrifice. It could have been any of us, in any conflict, in any corner of the world. I thank you that this naval history story was offered a place in *The Jerseyman*, and where other Americans can share in the history of this day.



**19 June 1864** -- "Officers and seamen of the *Alabama*! You have at length another opportunity of meeting the enemy--the first that has been presented to you since you sank the *Hatteras*! In the meantime, you have been all over the world, and it is not too much to say that you have destroyed and driven for protection under neutral flags one-half of the enemy's commerce, which, at the beginning of the war, covered every sea. This is an achievement of which you may well be proud, and a grateful country will not be unmindful of it. The name of your ship has become a household word wherever civilization extends. Shall the name be tarnished by defeat? The thing is impossible! Remember that you are in the English Channel, the theater of so much

of the Naval glory of our race, and that the eyes of all Europe are at this moment upon you. The flag that floats over you is that of a young republic who bids defiance to her enemies whenever and wherever found. Show the world that you know how to uphold it! Go to your quarters!"

Such was the charge given to the crew of the C.S.S. *Alabama* by **Captain Raphael Semmes** on the 19<sup>th</sup> of June, 1864, and as related in an interview with the Executive Officer, **Captain John McIntosh Kell**, some years long after the end of the Civil War. At 0900 the C.S.S. *Alabama* steamed out of Cherbourg, France with a compliment of 150 sailors to meet the U.S.S. *Kearsarge* on what would be her final war engagement. Some 70 minutes after the first shot was fired, *Alabama* struck her colors and sank beneath the surface of the English Channel. These photos are offered in fitting tribute to the C.S.S. *Alabama* and her gallant crew...

Article and photos submitted by:

**Bill Johnson**

Mobile, Alabama





# THE JERSEYMAN



C.S.S. *Alabama*...





**HMAS Sydney with USS New Jersey in Korea...**

My father, Alan Wallace White, was a CH R.E. (Chief Radio Electrician) in HMAS Sydney from 12.01.51 to 25.4 1952. I have attached an image of my father's service record which is available via national archives. He passed away in 1981. My sister began scanning all the family photos and negatives to finish them with numerous DVD's, and part of this collection was from his navy service. I looked at Australian War Memorial available photo collections regarding Korea and the first image I saw was this photo of the HMAS Sydney during Typhoon Ruth. The photo maker was "unknown" yet I had seen this image and similar ones since childhood amongst my fathers old negatives and photos. We have made contact with the Australian War Memorial who were passed the negatives, and last week they acknowledged this particular Typhoon Ruth photo as being my



Photos by CH R.E. Alan Wallace White, R.A.N. Courtesy of his son, Des White, and the Australian War Museum (AWM PO1838.007)



Photo showing USS New Jersey (BB-62) as taken from the deck of HMAS Sydney...

father's work. I did some internet research reading and this led me in your direction with *The Jerseyman*.

I did some internet research reading and this led me in your direction with *The Jerseyman*.

"On 13 November, the single clear day of the patrol, SYDNEY was joined by USS NEW JERSEY wearing the flag of Vice Admiral E.M. Martin USN, commanding the United States 7th Fleet. It was the last day of the patrol, successful in spite of the weather. As her Commanding Officer commented, 'I am pleased to be able to say that on 13 November no railway line was serviceable in the area covered by my aircraft.'"

I thought if these images from HMAS Sydney found

Submitted by:  
Des White  
Townsville, Australia

**Editor's Note:** If USS *New Jersey* crewmen, and other readers of *The Jerseyman* remember riding out Typhoon Ruth on 13-15 October 1951, or have photographs, we would like to hear from you. Thanks... - TH

**THE JERSEYMAN - 2007**

An annual set of *The Jerseyman* for 2007, is available on CD from the Naval Historical Center, Operational Archives.

CD's may be ordered by sending a \$10 check to cover reproduction and shipping, and made out to "Department of the Navy." Other annual CD's of *The Jerseyman* are also available for the years 2002 through 2006. A separate \$10 check is required for each year.

Please send requests to:  
Ms. Kathy Lloyd  
Head, Operational Archives Branch  
Naval Historical Center  
805 Kidder Breese Street, S.E.  
Washington Navy Yard, DC  
20374-5060

**THE JERSEYMAN**

**ABOUT THE DECKS...**



**John Dorosky, Feasterville, Pa.**  
 US Army Security Agency (ASA) 4 years  
 20 Years USNR  
 Scout Master 37 Years  
 Battleship New Jersey Vol. - 6 years



**Bill O'Neill, Gloucester City, NJ**  
 USMC 1958-1966  
 Battleship New Jersey Vol. - 2½ years



**Sharlene Sullivan, Mt. Laurel, NJ**  
 Special needs teacher, Camden, NJ  
 "My Father served in the  
 US Army during WW2..."  
 Battleship New Jersey Vol. - 6 years



**George LoPresti, Mt. Laurel, NJ**  
 Senior Manager, Campbell Soup Co.  
 Battleship New Jersey Vol. - 6 years



**John Yurkow, Collingswood, NJ**  
 WW2 Veteran  
 US Army 1945-1946  
 Battleship New Jersey Vol. - 6 years



**Walter Burshtin, Richland, NJ**  
 US Army 1946-1947  
 533rd Rocket Field Artillery  
 Ladd Field, Alaska  
 Battleship New Jersey Vol. - 5 years



**Warren Mattson, Forked River, NJ**  
 US Naval Reserve 1947  
 Activated for Korea in 1951 as  
 Parachute Rigger until 1954  
 Battleship New Jersey Vol. - 6 years



**Richard "Fidel" Castro, Voorhees, NJ**  
 US Navy 1950-1954  
 USS *Accokeek* (ATA-181)  
 (PCER-856) Patrol Craft Escort Rescue  
 Battleship New Jersey Vol. - 6 years



**Walt Urban, Jr., Medford, NJ**  
 US Army/US Navy-30 years  
 USS *Thomas S. Gates* (CG-51)  
 USS *New Jersey* (BB-62) more...  
 Battleship New Jersey Vol. - 3 years



## THE JERSEYMAN

### ABOUT THE DECKS...



**Louis Fantacone, Bensalem, Pa.**  
 WW2 Veteran 1943-1946  
 US Naval Armed Guard crewman  
 (See page 5 - this issue...)  
 Battleship New Jersey Vol. - 6 years



**Tony DeLucas, Pitman, NJ**  
 National Guard 1958-1961  
 School Teacher -36 years  
 Battleship New Jersey Vol. - 5 years



**Paul Hansen, Aston, Pa.**  
 US Army Retired  
 Vietnam - Quad 50's/50th Infantry  
 1st Cavalry Division  
 1st and 3rd Armored Divisions... more...  
 Battleship New Jersey Vol. - 7 years



**Jim Malloy, Glassboro, NJ**  
 Superintendent,  
 Distribution Engineers, PECO  
 Battleship New Jersey Vol. - 5 years



**Joe "Buff" Moran, Philadelphia, Pa.**  
 Marketing of pipe, valve and fittings  
 Battleship New Jersey Vol. - 5 years



**Larry Margulis, Langhorne, Pa.**  
 US Air Force - 3 Years  
 Warren AFB, Cheyenne, Wyoming  
 Chanute AFB, Rontoul, Illinois  
 Battleship New Jersey Vol. - 5 years



**Tom McCorkle, Mt. Laurel, NJ**  
 US Navy  
 USS *Truxtun* (DLGN/CGN-35)  
 Battleship New Jersey Vol. - 5 Years



**Harry Silvers, Tabernacle, NJ**  
 USMCR 1965-1971  
 Battleship New Jersey Vol. - 7 years



**Dudley Thomas, Cherry Hill, NJ**  
 US Navy (active) 1961-1982  
 USS *Lynde McCormick* (DDG-8)  
 USS *Halsey* (CG-23)  
 Battleship New Jersey Vol. †4 years



## THE JERSEYMAN

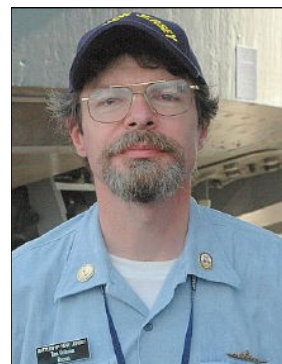
### ABOUT THE DECKS... (more to come...)



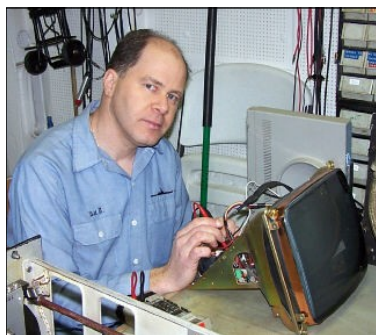
**Dave Cunningham, Thorofare, NJ**  
 WW2 Veteran 1939-1945  
 USS *Vulcan* (AR-5)  
 Naval Frontier Base, Cape May, NJ  
 Battleship New Jersey Vol. - 6 years



**Al Alkins, Runnemede, NJ**  
 Computer Security Technician  
 Battleship New Jersey Vol. - 2 years



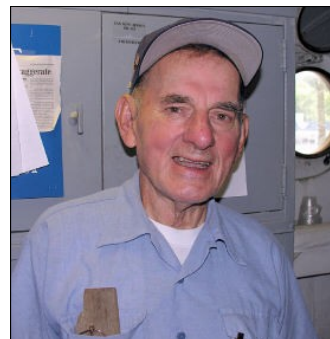
**Ron Griscom, Pennsauken, NJ**  
 Electronics Field  
 Battleship New Jersey Vol. - 1 year



**Bill Bacon, Mt. Ephraim, NJ**  
 Network Engineer, South Jersey Gas  
 Battleship New Jersey Vol. - 6 years



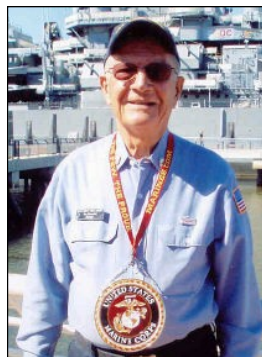
**Paul Niessner, Camden, NJ**  
 US Navy  
 USS *Forrestal* (CVA-59)  
 Battleship New Jersey Vol. - 6 years



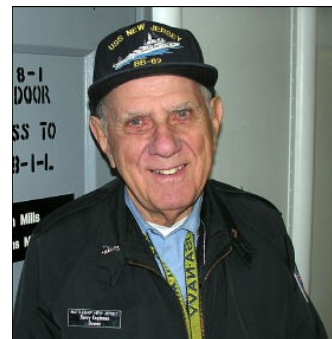
**Dick Wedman, Southampton, NJ**  
 US Navy 1949-1959  
 USS *New Jersey* (BB-62) 1955-1957  
 PCER 853, PC-1232  
 Battleship New Jersey Vol. - 7 years



**Tom Underwood, Gloucester, NJ**  
 US Navy 1962-1966  
 USS *Pawcatuck* (AO-108)  
 Naval Station Guantanamo Bay, Cuba  
 Battleship New Jersey Vol. - 5 years

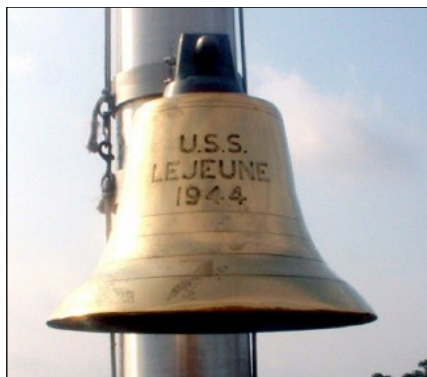


**Jim Ramentol, Mt. Laurel, NJ**  
 WW2 Veteran - USMC  
 MarDet - USS *North Carolina* (BB-55)  
 Battleship New Jersey Vol. - 6 years



**Harry Engleman, Cherry Hill, NJ**  
 US Navy 1948-1952  
 USS *Moale* (DD-693)  
 USS *Hamul* (AD-20)  
 Battleship New Jersey Vol. - 56 years

## SHIP'S BELLS



### U.S.S. *LeJeune* (AP-74)

The SS WINDHUK (pronounced Vent Hook) was completed at the Blohm and Voss Shipyards in Hamburg, Germany in 1936... The Lloyd's of London Register lists the German passenger liner as displacing 16,662 tons, 577 feet in length, 72 feet wide and 31 1/2 feet deep. The SS *PRETORIAT*, the WINDHUK's sister-ship, is also listed in the Lloyd's of London register, and was a Nazi hospital ship during the final phases of World War II. There are some reports that the Windhuk was a German raider. These reports are not true. Her size and characteristics made her too easy to identify.

Service under the German Navy came to an end for the WINDHUK on December 7, 1939 when she sailed into a Brazilian port under a hand crafted Japanese flag and the name of SANTOS MARU. Upon reaching Brazilian territorial waters, she raised the German flag and entered Santos Harbor.

After Brazil broke diplomatic ties with Germany, the crew of the Windhuk attempted to scuttle the ship by pouring concrete into her turbines. After this, the crew was rounded up in Santos, and sent to Sao Paulo, to be held there in detention centers.

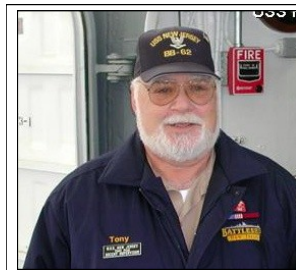
The Windhuk remained in Santos until January of 1942, when it was towed to Rio de Janeiro for repairs. In May of 1942, the United States Government purchased the Windhuk for an undisclosed sum from the Brazilian government. The United States Navy immediately went to work to make the newest ship in the U.S. Fleet ready for sea duty.

In Norfolk, the WINDHUK was renamed USS *LeJeune* after former commandant of the Marine Corps, **General John A. LeJeune**. The newly renamed USS *LeJeune* was given hull number AP-74 and was commissioned as a Transport of the Naval Transportation Service on April 15, 1944, and the ship's bell was engraved with it's new name and the year. Wartime service began for her on June 15, 1944, when she left New York in a convoy for Glasgow, Scotland. She transported 4,460 Army passengers for duty in war-weary Europe. Later on, she was equipped to carry 5,100 men, including ship's company of 450 officers and men.

*LeJeune's* wartime service in the Atlantic Ocean included carrying some of the largest numbers to ever cross that body of water by transport. She sailed from New York for Glasgow in July, with 207 officers and 4,307 Naval personnel as a part of a program for controlling the continental seaport taken by Allied Forces. In December 1944, she made another major Atlantic crossing when she carried elements of the 69th Infantry Division to Glasgow. The 69th Infantry Division later linked fronts with the Soviet Armies at Torgau on the Elbe on April 25, 1945. When she finished War duty in the Atlantic, USS *LeJeune* sailed for the Pacific Theater, and in the Pacific she earned the Navy occupation medal and the China service medal,

In all, she transported approximately one hundred thousand troops. Having served the United States well, this former German ship sailed 2 October for Bremerton, Washington and inactivation. Decommissioned on February 9, 1948 and placed in the Pacific Reserve Fleet at Tacoma, Washington, she was struck from the Navy Register in July of 1957.

On August 16, 1966, USS *LeJeune* was scrapped at the Portland, Oregon shipyard. Only her bell remained, and it was put into warehouse storage and almost totally forgotten. In 1971, **Camp LeJeune's Base Sergeant Major John Steely**, was looking for a way to honor and remember those who had trained at Camp LeJeune during World War II, and those who had died in the war. He remembered that the bell from the USS *LeJeune* still existed in storage somewhere. Searching through records, Steely discovered the bell's location and through month's of paperwork, he was able to obtain the bell for Camp LeJeune in November of 1971. Before Christmas 1971, USS *LeJeune's* bell was mounted on the Flagstaff at Camp LeJeune's Marine Corps Base Headquarters.



Bell photo submitted by former Battleship New Jersey Volunteer (2001-2003)

#### **Tony Pizzi**

Bear Run, Pennsylvania

US Navy 1958-1964

USS *Pocono* (AGC-16)

USS *Snyder* (DD-745)

USS *Horace A. Bass* (APD-124)



## THE JERSEYMAN

### SHIP'S BELLS



#### USS Maryland (ACR/CA-8)/USS Frederick

Pennsylvania-Class

Keel laid on 7 OCT 1901 by Newport News Shipbuilding & Dry Dock

Co., Newport News, VA

Launched 12 SEP 1903

Commissioned 18 APR 1905

Redesignated CA-8 in 1920

Decommissioned 14 FEB 1922

Stricken 13 NOV 1929

Sold for scrap 11 FEB 1930

On display at the University of Baltimore

Submitted by

**Bill Lee**

Monroe, North Carolina

#### USS Tennessee (BB-43)

“For The Jerseyman... here is a photo of the last, and final location for the ship’s bell from USS *Tennessee* (BB-43). It has been moved to the outside of our Museum dedicated to the memories of the great United States Ship *Tennessee*. Our museum is located in Huntsville, Tennessee and open to visitors who may wish to review our proud history.”

##### Bud Galow

Former crewman, USS *Tennessee* (BB-43)  
Willow Grove, Pennsylvania

USS *Tennessee* Museum bell photo  
courtesy of **Bud Galow** and  
**Curators Paul & Karen Dawson**



Logo courtesy of Maritime Artist and  
former USS *New Jersey* crewman,  
**James A. Flood**

#### Disclaimer:

*The Jerseyman* is an independent online magazine, and produced as a keepsake journal for Battleship New Jersey museum volunteers, the former crewmen of USS *New Jersey*, and for our readers. *The Jerseyman* is not sold, subscriptions are not offered, and all credited photos, cartoons and stories are the sole property of their authors.

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Tom Helvig, CTRCM, USN (Retired - 1975)

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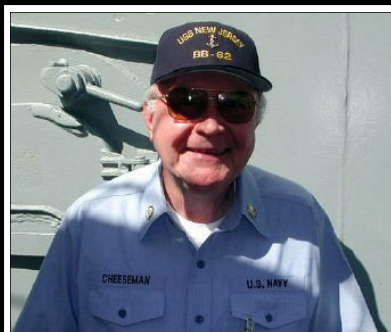
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## THE JERSEYMAN

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### TAPS... 2007



*Ed Cheeseman*  
*Southampton, New Jersey*  
*...on January 3, 2007*

World War 2 Veteran  
1943-1945  
Aviation Ordnanceman 2/C  
FltAirWing 14  
North Island, San Diego, California



*John Horan*  
*Cherry Hill, New Jersey*  
*... on March 12, 2007*

World War 2 Veteran  
John Horan served aboard USS *New Jersey* during World War 2 as a Signalman. His General Quarters station was a large signal light high at the top of the ship's aft funnel. John said that after repeated GQ alarms, he would use his life jacket as a pillow and said: "I got tired of climbing up and down that ladder so I often I just slept up there..." John Horan was among the first to volunteer his services aboard Battleship *New Jersey*.



*Martin Swiecicki, M. D.*  
*Haddon Heights, New Jersey*  
*... on July 1, 2007*

Dr. Swiecicki served in the US Air Force from 1965-1967. As a Battleship *New Jersey* volunteer, Dr. Swiecicki was the primary technical guide and professional resource for the restoration of the ship's Chapel, Sickbay, and Dental spaces.

He was President of the Camden county Medical Society, President of the West Jersey Medical Society, and the President of the New Jersey Neurosurgical Society.



*Robert Whomsley*  
*Cherry Hill, New Jersey*  
*... on July 7, 2007*

A World War 2 Veteran, Bob Whomsley served in USS *South Dakota* (BB-57), and USS *David W. Taylor* (DD-551). His GQ station aboard USS *South Dakota* was in Turret #3's shell deck. "We were three decks below and I could hear when the 40mm's opened up, and when the 20mm's soon followed, that's when we knew the Jap planes were getting very close."

Bob retired after 27 years as an agent of the FBI, and also served for 12 years as a special investigator with the U.S. State Department. Bob Whomsley had been a volunteer aboard Battleship *New Jersey* for 6 years.

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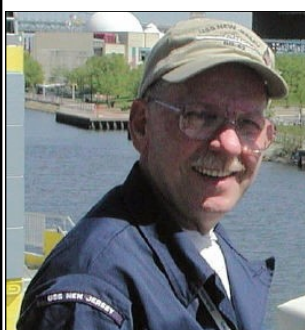
**TAPS... 2007**



*John McGranahan  
Ardmore, PA*

*...on September 19, 2007*

Vietnam Veteran -Electricians Mate 2/C  
USS *Proteus* (AS-19), and USS *Dynamic* (MSO-432)  
Active duty in the US Navy from 1962 to 1966, and transferred to the US Naval Reserves. A Battleship *New Jersey* volunteer for 5 years, he also volunteered one day each week for the ship's Curatorial department. John had retired in 2002 from ATT with 35 years of service.



*George Gasper  
Palmyra, NJ*

*...on September 22, 2007*

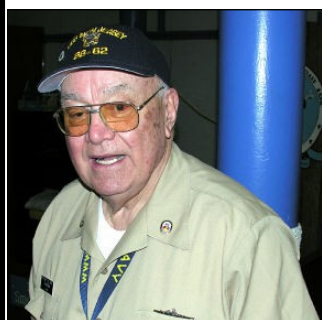
US Navy 1957-1959 - USS *Rushmore* (LSD-14)  
From Shipmate Harry Rühle: George Gasper served in the navy from 1957 to 1959. We first started together as volunteers under the watchful eyes of Bob Walters and John Horan, and we hit it off as good friends from the very beginning.  
We will miss his warm smile everyday, and although George knew that he was very ill, his courage was an inspiration to his BB-62 shipmates until the day he passed on to his eternal rest. May God bless you George, and your family.  
Shipmate George Gasper had been a Battleship New Jersey Volunteer for 7 years.



*Mike Timothy  
Turnersville, NJ*

*...on November 26, 2007*

World War 2 and Korean War Veteran - Machinists Mate 2/c  
USS *Salerno Bay* (CVE-110), USS *Wisconsin* (BB-64), USS *Des Moines* (CA-134)  
From Shipmate Harry Rühle: Mike was a true friend, a gentleman, and an all round good guy. His nearly constant smile, and words of encouragement, plus his ability to make a funny comment at those times when conditions were stressful, pulled his shipmates through many a day. Mike served as our Tool Room Volunteer for many years, and brightened the day for all of us. You will be greatly missed  
Mike. May God bless you. Shipmate Mike Timothy had been a Battleship New Jersey Volunteer for 6 years.



*Chester "Chet" Klabe - (Silent key - Wa2yds)  
Riverton, NJ*

*...on December 5, 2007*

World War 2 Veteran 1944-1949  
U.S. Coast Guard - USCGC *Duane* (WPG-33), USCGC *Storis*, USCGC *Forsyth* (PF-102), USCGC *Ingham* (WPG-35), USCGC *Eastwind* (WMC-27)  
After basic training at Curtis Bay, Maryland, Chet was ordered to Argentina, Newfoundland and assigned to USCGC *Duane* escorting convoys to Reykjavic, Iceland under the Commander, North Atlantic Patrol during World War 2.  
Chet Klabe, and his shipmate, the late Sam Kuncевич were both supporters and fund raisers to help bring Battleship New Jersey back home... His friendly manner, and ready stories will be greatly missed by all who knew him. Shipmate Chet Klabe had been a Battleship New Jersey Volunteer for 7 years,



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**BATTLESHIP DAYS... BY HAMP LAW**

