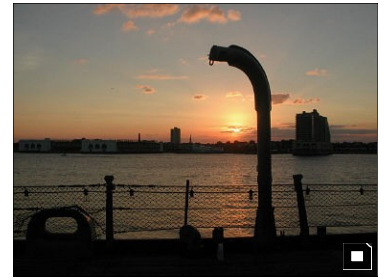




LOOKING BACK...



3rd Quarter - 2010

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

THE JERSEYMAN

8 Years - Nr. 66



THE JERSEYMAN



Captain Joseph Azzolina, USN (Retired)
1926 - 2010

THE JERSEYMAN

Remembering Joseph Azzolina "a true patriot"

By MURIEL J. SMITH Posted:04/16/10

(Reprinted with permission, **BayshoreCourierNews.com**)

Middletown – (Monmouth County, NJ)

Former State Senator Joseph Azzolina died last evening, Thursday, April 15, at St. Vincent's Hospital, surrounded by his family. He was 84 years old. Hospitalized for several months, he had been diagnosed with pancreatic cancer.

Former state senator, former assemblyman, retired Naval officer, philanthropist, food market magnate, and family man, Joe was many things to many people. He was the person most responsible for bringing the Battleship New Jersey, BB62, back to the Garden State as a museum after the ship was mothballed following a career that spanned, like Azzolina himself, more than 40 years of Naval service. Azzolina had served aboard the New Jersey when the ship was called back to service off the coast of Lebanon in 1983.

Born in Newark and raised in Highlands, Azzolina never forgot his middle-class roots. The son of Italian immigrant parents, the family lived above the small candy and ice cream store they opened on Miller St. in 1927. When the Highlands Sea Bright Bridge was under construction five years later, the senior Azzolina's expanded their store shelves to incorporate lunch foods for the construction workers. Joe and his sister, the late Grace Scaduto, worked alongside their parents, learning a work ethic and a sense of generosity neither ever forgot. The little grocery store, later the Food Basket on Bay Ave. in Highlands, was the birthplace of the chain of supermarkets, with headquarters in Middletown, that now comprises ten stores scattered throughout Monmouth and Ocean counties.

Azzolina left the family business before the end of World War II, enlisting in the Navy, later serving in the Navy Reserve, and called back to service for the Korean conflict. He returned to the family business after Korea to make it grow, create a food cooperative with another grocery chain, develop a trademark and begin expansion, all the while earning his college degree and advancing in the Navy Reserve. He retired as a Captain in the Navy Reserve after more than 40 years of service.

Most proud of his Navy career, Azzolina was mentor for hundreds of young men and women who joined the Navy under his guidance and with his encouragement. He himself earned three Meritorious Service Medals and two Navy and Marine Corps Commendation medals, among numerous other awards.

Azzolina represented the 13th district in the state Assembly for seven years, beginning in 1965, then again for two years in 1986 and another 14 years ending in 2006, when he retired from public office. He also served for two years in the State Senate from 1973 to 1975.

As a generous and willing philanthropist, Azzolina and his supermarket company were generous to all organizations from churches, boy and girl scouting, fire departments and first aid squads, individual families and his beloved Navy, especially NWS Earle in Colts Neck.

In addition to founding and serving as president of the Food Circus Super Market company, Azzolina was owner of The Courier, the award-winning weekly newspaper based in Middletown and covering the Bayshore area. He had purchased the newspaper from the family of the late Matthew J. Gill, after Gill died in 1982. Although not in the journalism field in his many and varied endeavors, Azzolina said at the time he had purchased the paper to ensure "it would always represent the voice of the Bayshore, the people of Monmouth County, and would always be a voice fighting for their rights and protecting their vision."

THE JERSEYMAN

Editor's Note:

For those familiar with the history of USS *New Jersey*, Captain Robert C Peniston, USN (Retired) is well known to you. In August of 1969, Captain Peniston relieved Captain Ed Snyder as Commanding Officer of USS *New Jersey*, expecting to return the ship to the gunline in Vietnam, but it was not to be. Captain Peniston was instead given the order to mothball the ship at Bremerton, Washington and to get it done within 100 days. The final day came about on December 17, 1969, and as Captain Peniston remembers it "the day was rainy, and it fit the mood".

The story that follows, from the June 2010 issue of Naval History magazine, fits well with our current "Looking Back" theme for *The Jerseyman*. The story was written by Captain Peniston, and tells of his early assignment as navigator aboard President Truman's yacht, USS *Williamsburg*. We are grateful to Naval History magazine for permission to reprint this article in *The Jerseyman*. - TH

Recollections of President Truman's Navigator

By Captain Robert C Peniston, U.S. Navy (Retired)

A young naval officer's assignment on board the USS *Williamsburg* resulted in a lifelong acquaintanceship with the 'Man from Missouri' and an encounter with one of history's greatest leaders.

As the shadow of life grows longer, one reflects on the highlights of his or her history. I have several stemming from my time as navigator of the presidential yacht *Williamsburg* (AGC-369) in the early 1950s. Before sailing in the ship, my wife and I had met President Harry S. Truman at a Washington reception. My first time under way in the presidential yacht, I was again introduced to him, by Captain Donald J. MacDonald, who noted that I was the navigator. The President asked where I was from, and it didn't hurt that I came from Missouri and pronounced it as a native - *Missoura*. His parting words were to "keep her off the stumps," and thereafter I was identified as the "stump jumper."

I had many encounters with the President while on board. He quite often came to the bridge when things had settled down after getting under way. Other times he would appear just to chat with the watch, sometimes saying he had slept like a log. The only time I recall the President showing a bit of temper was when a message was delivered to him on the bridge concerning some antics of Iranian Prime Minister Mohammad Mosaddegh. Turning a bit red, he grabbed the message, wadded it up, and swiftly left the bridge.

A courtesy I shall never forget was his having the *Williamsburg* officers to the Oval Office, where he gave us Christmas cards from him and Mrs. Truman that bore greetings for 1951. They depicted the Blair House, where the couple lived during the 1949-52 White House renovation.

While serving in the presidential yacht, I had the opportunity to meet other high U.S. office holders - Chief Justice Fred M. Vinson, Chairman of the Joint Chiefs of Staff General Omar Bradley, Fleet Admiral William D. Leahy, and Speaker of the House Sam Rayburn, as well as other notables who were the President's friends. It was naturally a heady experience. I stood in awe of these gentlemen but soon learned to keep my composure when in their presence.



THE JERSEYMAN

My poise, however, was put to the test on 5 January 1952 when the *Williamsburg* was the setting for a private, informal meeting of great magnitude. Early that morning, Winston Churchill, who less than three months earlier had again come to power in Britain, and members of his government had arrived in the United States for high-level talks with the Truman administration about a wide range of topics, including defense issues and Middle and Far East policy.

The *Williamsburg* was moored at the Naval Gun Factory (present-day Washington Navy Yard) when, at about 1800, President Truman came aboard with honors rendered. Shortly thereafter Prime Minister Churchill came aboard, also receiving honors. Other dignitaries had already arrived, including Secretary of State Dean Acheson, Secretary of the Treasury John Snyder, Secretary of Defense Robert Lovett, General Bradley, and Averill Harriman, then serving as director of the Mutual Security Agency. On the British side there were Foreign Minister Sir Anthony Eden, Paymaster General Lord Cherwell, Secretary of State for Commonwealth Relations Lord Ismay, and Ambassador Sir Oliver Franks. With everyone on board, the President and Prime Minister were escorted to the presidential sitting room, where they were joined by the other officials, and their meeting began.



The talks lasted until about midnight, when the guests began to depart. Because I was the officer of the deck, the commanding officer, Captain Edwin S. Miller, told me to be alert to the departure of Mr. Churchill and to escort him down the gangway. When the great man appeared on deck, I chop-chopped up to him and asked his permission to escort him down the gangway. With a huge cigar in hand, he looked up at me and with that powerful and wonderful voice asked why I thought he needed an escort. "Prime Minister, the captain ordered me to do it," I said. "Then young man, you had better do it," he replied. Down the gangway we went to his Rolls-Royce, and he was gone. Meeting and serving as an escort for one of history's greatest men was an event I will always cherish, a memory that is still very special in my advancing years.

Much later, in July 1957, I had the honor to visit President Truman at his presidential library in Independence, Missouri. I was traveling to Stanford University and prior to leaving Washington had set up the visit through Secretary of the Senate Leslie Biffle. I called the library at about 0900, assuming a secretary would answer the phone, but the President himself did so. He told me he was expecting the "stump jumper" and to come on down, but to use the side door because the library was not open. He gave me a one-on-one tour of the facility lasting about an hour and closed with the remark that history would treat him kindly. It certainly has.

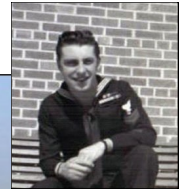
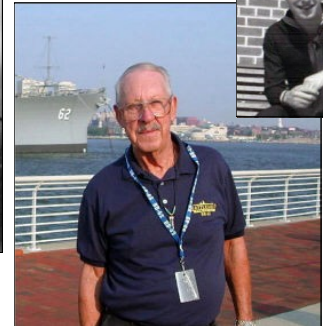
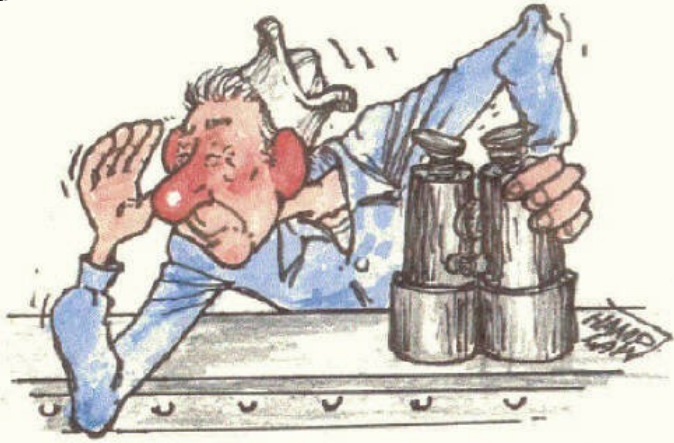
In July 1961, I again called on him at the library, this time with my wife, brother, and sister-in-law in tow. He gave us about 15 minutes of his time, autographing some documents for us and saying that history was beginning to treat him better. This visit ended my association with the "Man from Missouri" other than through the mail. I often wrote him on his birthday, and the last note for which a reply was received was written on 7 May 1970 from Naples, Italy, when I was in command of the USS *Albany* (CG-10). His final reply was dated 23 May 1970. From beginning to end, my association with President Truman was one of my life's brightest highlights.

Captain Robert C Peniston, USN (Retired)
Lexington, Virginia

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THE JERSEYMAN

LOOKING BACK...



THE JERSEYMAN

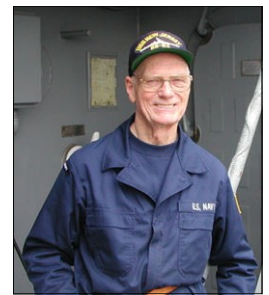
LOOKING BACK...



When I first volunteered in January of 2001, I linked up with World War II veteran, **Carrol Conner**, from Palmyra, New Jersey. Carrol left us a few years ago, but the World War II stories he talked about are with me today...

At the time I took this photo in early 2001, Carrol was 83 years old and he told a number of stories about flying B-26's in Europe during World War II. As we spent the day replacing fluorescent bulbs in the wardroom, XO's quarters, and other ship's offices, I remember him saying that he had been waiting for the New Jersey so that he could volunteer, and how grateful he was to have made it back from the war when many men in his squadron did not. Like others of the Greatest Generation, he used the phrase... "the real hero's were those that did not make it back".

Later on, as the Writer/Editor of *The Jerseyman*, I interviewed ship's volunteer and World War II veteran, **BM2/c Al Faulkner**, shown in the photo at the right.



Al is an electrician by trade, and helped return power to many compartments on the ship. He also told stories of how he had served aboard a number of Liberty ships and Tankers during World War II... ***"I served as a U.S. Naval Armed Guard from July of 1942, and for 3 years, 6 months, 3 hours and 20 minutes..."***



Another volunteer World War II veteran with stories of serving with the U.S. Naval Armed Guards is **Volunteer Lou "Lou who?" Fantacone** of Bensalem, Pennsylvania.

Lou served in S.S. Benjamin D. Wilson, S.S. Gulf Coast, and the S.S. Arizonan. He was trained on 30 cal., and 50 cal. machine guns, the 20mm, 5"/38, 3"/50's and more. In April of 1945 Lou, along with hundreds of other Naval Armed Guards, turned in their navy gear for army gear and began 3 months of advanced infantry training at Lido Beach, Long Island, New York. They were in training for the invasion of Japan.

We also interviewed volunteer World War II veteran, **LCDR Aaron Levitsky**, a fighter pilot who served aboard USS *Bunker Hill* (CV-17). Aaron flew the F6F, and the F4U Corsair, in addition to SBD Dauntless Naval Dive Bombers.



And these were just a few of the stories shared by volunteers aboard Battleship New Jersey.

With the 10 year volunteer mark approaching in January of 2011, we want to try adding to these stories from the ship's volunteers, and also from as many former USS *New Jersey* crewmen as we can reach. In this issue, readers will read stories that might remind of your own experiences as a ship's volunteer, or from your military days... if so, we ask you to send them on to us at *The Jerseyman*. Can-do?

Thanks... - TH

LOOKING BACK...

THE JERSEYMAN

Restoring the ship...

Great 2Q issue of the *The Jerseyman*! That was a beautiful picture of "Big J" on page 1, and I remember when she looked like that! You're right Tom, we volunteers did a superb job getting her back into shape (shipshape?). By the way, is that SS *United States* off the stern, port-side of the ship in the photo? (Yes it is...)



I remember, at the end of the Big J's 7000 mile tow from Bremerton, Washington, she was first moored at the former Philadelphia Naval Shipyard on November 11, 1999. In June 2000, just before the Republican Party's convention in Philadelphia, she was towed up the 4 miles to a wharf at the Clinton Avenue Terminal. Do you remember how she got towed the 7000 miles to Philadelphia without any metal cutting, but the top 35 feet of the mast had to be cut off to get her under the Walt Whitman Bridge for the 4 mile tow north to Camden?

Some time after June of 2000 she was towed the 2 miles south from the Clinton Avenue Terminal to the Broadway Terminal. I understand volunteers first got aboard the ship about December 2000.

I began volunteering aboard in January of 2001. Then, I think we all remember how the tragedy of

September 11, 2001 also screwed the volunteers out of riding the ship (in the middle of the night) just 2 miles north, as the Coast Guard monitored the tow from Broadway Terminal to her new permanent pier on September 23, 2001.

Yeah, as I remember it all of the volunteers were excited in anticipation, to ride aboard the Big J as she

was to be towed from the southern Broadway Terminal, 2 miles up river, to the northern Terminal.

Tell me if I am wrong on the dates, but I think we all planned to be aboard for the tow early Sunday, September 16th, and we were all looking forward to it. But then the horrific World Trade Center sneak attack happened on Tuesday, September 11, 2001!

We were told on September 12 that the tow was to be postponed for about 2 months because the Coast Guard was too busy chasing terrorists, etc... So we were very surprised, and ticked off as hell, when we heard on Sunday, September 23rd that the ship had

been stealthily towed to her permanent pier under the cover of darkness early that morning! Then when we heard they had paid civilian line handlers for the tow, we were ticked off again! During World War II we were handling mooring lines before these paid line handlers were even born!

Less than a month later, on Sunday, October 14, 2001, we had the ship's grand opening ceremonies on the Focs'le in front of turret number one, and volunteers who had taken training to be tour guide docents took the first visitors on tours of the greatest battleship in the history of the world, the USS *New Jersey* (BB-62). I'm glad I could be part of it.

Vol. George Hunt
USS *Chara* (AKA-58) -
World War II
Maple Shade, New Jersey



LOOKING BACK...

THE JERSEYMAN

USS *Wasp* (CV-7) torpedoed...

In the April 2010 issue of "*The Seahorse*", (Official Newsletter of the United States Seagoing Marine Association,) there is an article titled, "*The Sting of The Wasp*", written by **Pvt, USMC, George Greene**. Pvt. Greene, a member of the USS *Wasp* Marine Detachment, describes in great detail what happened aboard when the ship was hit by two Japanese torpedoes in September of 1942.

At the exact moment *Wasp* was hit, **Marine Jim Ramentol**, (a long-time Docent, and restoration volunteer aboard Battleship New Jersey) was observing USS *Wasp* through a rangefinder aboard USS *North Carolina*. Jim's story of what he saw aboard USS *Wasp*, and also what happened aboard USS *North Carolina*, follows this article excerpt from "*The Seahorse*".



"...On Tuesday, September 15, 1942, *Wasp*, *Hornet*, and *North Carolina* were escorting transports carrying the 7th Marine Regiment to Guadalcanal. During the morning, *Wasp* was refueling and rearming anti-submarine patrol planes. The ship had been at general quarters from an hour before sunrise until 1000. Thereafter, the ship was in condition 2, with the air department at flight quarters. During the morning, there had been no contact with the enemy except with a Japanese four-engine flying boat that was shot down by a *Wasp* fighter at 1215. About 1420, the carrier launched eight fighters and eight SBD-3 aircraft then quickly recovered eight F4F-3 and three SBD's that had been airborne since before noon. At about 1444, a lookout called out "torpedoes at three points forward of the starboard beam."

A spread of four torpedoes had just been fired from the tubes of a B-1 type Japanese submarine, I-19. On the *Wasp*, the captain ordered a hard starboard rudder but it was too late. Two torpedoes struck in quick succession in the vicinity of the gasoline tanks and magazines. One torpedo actually broached the water and struck the ship above the water line, one torpedo passed ahead of *Wasp* and struck a destroyer, and one passed astern of *Wasp*, narrowly missed the USS *Lansdowne*, a destroyer, and struck the battleship USS *North Carolina*.



USS *North Carolina* in Measure 12 (Modified) camouflage - 1942

Photo courtesy of the Battleship North Carolina Collection

All this occurred between 1444 and 1452, a period of time less than 10 minutes. Fire blast ripped through the forward portion of the ship. The force of the blast was so great that aircraft on the flight and hanger deck were thrown about and dropped on the deck with such force that the landing gear snapped. Planes triced in the hanger deck overhead fell and landed on those on the hangar deck. Fire broke out on the hanger deck and lower decks. The intense heat from the gasoline fire detonated ammunition at the forward anti-aircraft guns. Fragments showered the forward part of the ship. One of the 1.1 inch gun mounts was thrown overboard and the corpse of the gun captain was thrown onto the bridge where it landed next to Captain Sherman.

Water mains in the forward portion of the ship proved useless, since they had been broken by the force of the explosion. There was no water available to fight the conflagration forward. The fires continued to set off bombs, ammunition, and gasoline. As the ship listed to starboard, oil and gasoline released from the tanks due to the hits by torpedoes caused fire on the water.

Captain Sherman maneuvered the ship to allow the wind to blow on the starboard bow. He also went astern with starboard rudder until the wind was on the starboard. This afforded more space on the aft deck and protected a larger number of the crew from the fire and explosions. By this time, all communication and electrical circuits were dead. Captain Sherman consulted with his Executive Officer. The two men saw no cause but to abandon ship since all fire fighting was proven ineffectual. To remain on board would cause unnecessary loss of life. Captain Sherman felt the great responsibility and burden of a commander of a doomed vessel when so many lives were at risk.

Reluctantly, after consulting with Rear Admiral Noyes, he ordered "abandon ship" at 1520. The abandonment took nearly 40 minutes and at 1600, after satisfying himself that no one alive was left on board, he swung over the lifeline on the fantail and slid into the sea..."

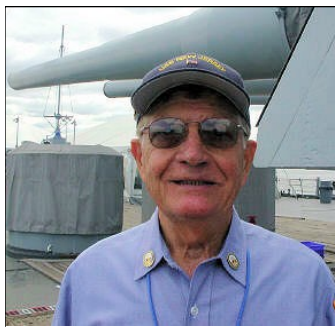
(www.seagoingmarines.com)

USS North Carolina (BB-55) torpedoed...

by **Jim Ramentol**, Marine Detachment

"On the morning of September 14, 1942, we raised anchor while still loading supplies in the harbor at New Caledonia. I remember that some of our North Carolina crewmen were still ashore on liberty, and these men were left ashore.

The next morning of September 15th, we caught up with the fleet and proceeded north toward the Solomon Islands. I was on watch, in condition 2, at my position inside a 5" mount on the portside. My position was as the Trainer, and I would often scan around



through the periscope. By noontime, we had reached the straits between the Solomon and Santa Cruz Islands.

While scanning the area through my rangefinder, I noticed a puff of black smoke coming from USS *Wasp*. This was not unusual, as I had often seen smoke as planes landed on the flight deck. But a minute or so later, as I took another look, I saw a massive, and fast-growing black cloud covering the *Wasp*. Quickly turning to notify the gun captain to take a look, we heard someone call out "**Torpedo-Torpedo**"! Seconds later, a loud explosion was heard and felt throughout the ship. General Quarters were sounded on the 1MC and I left my condition 2 station in the 5" mount, to get to my General Quarters station, a 20mm mount located on the starboard side.



USS *Wasp* aflame from torpedoes...

Photo courtesy of the
Battleship North Carolina Collection

While I was running to my GQ station, the ship was listing in a turn, and I remember running up-hill. I also saw two men just coming topside from below with shaving cream on their faces - and I remember wondering if they were foaming at the mouth.

Damage control parties took over right away, and the ship soon leveled out. The Damage control officer, a Lt(jg), was awarded a citation for his quick action, and because of how the ship had righted itself so quickly, I think his citation was much deserved.

One seaman was lost when he was washed overboard from the explosion, and four more men died when they were trapped in a compartment.

Within just 5 days, we pulled into Tongatapu Island, a U.S. Naval Base. Damage Control divers soon went below, cut out some of the hull, and retrieved two of the bodies which were later buried at sea.

After 5 more days, we headed for Pearl Harbor. By the time we pulled into Pearl, a hull section had already been fabricated to fit into the hole made by the torpedo. Within 3 weeks we were back at sea to rejoin the fleet.



As I write this article, I want to mention, and to remember, a Marine Bugler aboard the ship, and his name was **Paul Linke**.

Paul was an outstanding musician, and could play any instrument, including the piano.

From 1939 to 1940, and before he enlisted in the Marine Corps., he had played the Trumpet with the famous Jan Savitt Orchestra. And when Paul played Taps, it was so moving that the

entire crew would stop work - just to listen.

A tough Marine, he also found himself in trouble most of the time, often AOL, or AWOL, and would find himself in the ship's brig. However, I remember we would escort him topside to play Reveille and Taps by order of the Captain. Then, right back down to the brig.

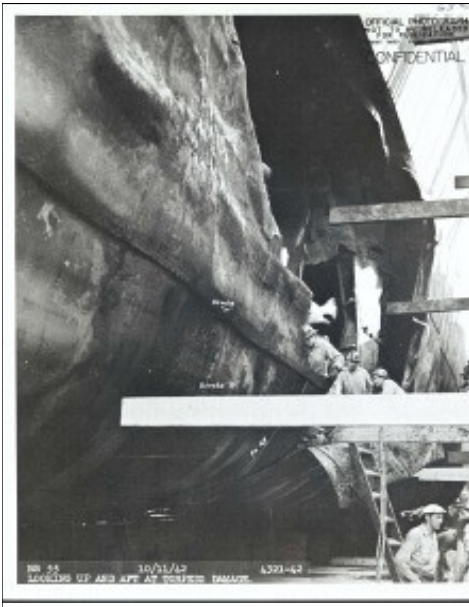
Paul Linke left the ship in September of 1942, and transferred to the 2nd Marine Division. We later heard that Paul was killed in action on Guadalcanal.

**Jim Ramentol, Sergeant, USMC, World War II
Mount Laurel, New Jersey
May 7, 2010**

Editor's note: In early May, a letter arrived from Lincoln Hector, CCSTD, (Chief Commissary Steward) of Alberton, Montana. Chief Hector had heard that *The Jerseyman* was asking for WWII stories, and he had a lot of them. We also talked on the phone, and all of his stories are in this issue. Chief Hector was also aboard USS *North Carolina* when she was hit by a torpedo...

- USS *North Carolina* torpedoed

Chief Ship Fitter Chuck Finney, a good shipmate of mine, was up at the Butcher shop having a cup of coffee with me. Four (4) of his crew were air testing some compartments, and they were all killed. One crewman was washed overboard. We were about 250 feet from where the ship took the torpedo, on the port side. Chief Finney helped with counter flooding...



USS *North Carolina* BB-55 torpedo hit 15 Sept 1942
Repair photo taken at Pearl Harbor 11 October 1942
The hole in the hull measured 18' by 32'...
Photo courtesy Battleship *North Carolina* Collection,
& Lincoln Hector, Alberton, Montana

- U.S. Navy days

I went in the navy on 12 Nov 1936, and had 3 months boot camp at San Diego. Then took USS *Saratoga* (CV-3) to San Pedro to my first ship, the USS *Houston* (CA-30). When I left the *Houston*, the USS *Ramapo* (AO-12) took me to Chefoo, China for assignment to USS *Black Hawk* (AD-9). I served with the U.S. Asiatic Fleet in *Black Hawk* from 1937 to 1940... then the USS *Henderson* (AP-1) took me back to California, and USS *Cimarron* (AO-22) took me to Pearl Harbor, to the USS *Chicago* (CA-29).

From there, USS *Salt Lake City* (CA-25) took me from Pearl Harbor back to Long Beach for 30 days leave. I took a bus to Norfolk, Virginia and USS *George F. Elliot* (AP-13) then took me to Cuba to report aboard USS *Texas* (BB-35). Then back to Norfolk, and the old Steamship Line took me to the Brooklyn Navy Yard for the commissioning of USS *North Carolina* (BB-55) on 9 April 1941.

After the torpedo hit on USS *North Carolina*, she was repaired at Pearl Harbor. I then left her at Noumea, New Caledonia and boarded S.S. *Lurline* for the states. I then took a train to Baltimore, Maryland for USS *Millicoma* (AO-73). I spent the first part of the war in USS *North Carolina* BB-55, and the last part of the war in USS *Millicoma* AO-73. I left AO-73 at Okinawa and came back to the states on the USS *Admiral H.T. Mayo* (AP-125). 30 Sept 1945 was my last day in the navy.

- 1937 Chinese Money

Our Supply Officer would go to the bank in Chefoo, and make the money exchange for the crew. It was 3.30 for \$1 U.S. As time went on into 1939, the money exchange was so bad, the Supply Officer just stopped the exchange, as Chinese money became no good. It was up to, and over 16.00 for \$1 U.S. We had money that was good at night, and no good in the day. Money good at day, and not good at night. Money good in Chefoo, no good in Tsingtao. You just never knew...

- White Socks

USS *Augusta* (CA-31) was there in Chefoo. Being SOP (Senior Officer Present), they ordered crews to wear white socks. Captain King Bode of the USS *Black Hawk* (AD-9) said black socks. So we would take a pair of white socks, and change in the liberty boat on the way to the dock. As we now had white socks it allowed us to get off at the dock, and then we changed back to black socks before we got back aboard the *Black Hawk*.

- 1938 Bangkok, Siam

In 1938, USS *Black Hawk* AD-9, made a trip to Bangkok, Siam when the country had a boy king. He was only 16 years old. This was before Siam became Thailand.

- "No Squeak" at Chefoo

"No Squeak" was a #1 shoemaker, and he made me a pair of Russian boots. Being I was a ship's cook, I took the boots to the galley, and put them in a sink full of water, then used lots of lye soap that we had made—we made lots of it. In those days, the navy did not have much money.

I turned the steam on, and after the boots cooked for an hour or two, I took them out and put the boots on a cookie sheet, then in the oven. They baked for an hour

or so, and were those boots ever curled up! When "No Squeak" came the next day, I told him the boots hurt my feet. He looked at the boots and said, "you must work in a very hot place." He just re-measured my feet and made me another pair.

- Dress Whites

Does anyone remember dress whites? They had blue cuffs and collars. At that time there were dress and undress whites. Now *that* was the "Old Navy" - and I liked the dress whites.

- Letter

In 1938, I was at the YMCA in Shanghai, China. I wrote a letter to a girl in Fresno, California. She knew that I was on a ship, but sent me back a letter addressed to the YMCA in Shanghai. They sent it up to the 6th Brigade at Peking, and it was sent on to Washington, D.C., then to Manila, Philippines. It took 6 months for the letter to get to me - all for a 3 cent stamp.

- Commissioning

On 9 April 1941, the USS *North Carolina* (BB-55) was put into commission. I, Lincoln H. Hector, was then 22 years old - most of her crew were 17 to 20.

- 18 December 1944

I was on the USS *Millicoma* (AO-73), a fleet oil tanker. The fleet was getting ready to refuel when we got caught in one hell of a typhoon. There were 3 destroyers that capsized... USS *Hull*, USS *Spence*, and USS *Monaghan*, with the loss of 778 men... we were in 100 foot waves. The destroyers had pumped their ballast out to refuel... there was lots of damage to other ships.

- Collision with USS *Schuykill* (AO-76)

On 1 September 1944, we left the Admiralty Islands to help refuel the fleet, going to take the Palau Islands, when our Officer of the Deck ordered the helmsman to make a starboard turn. After the USS *Millicoma* (AO-73) began the turn, the OOD realized he should have turned to port. There was a collision with USS *Schuykill* (AO-76), killing five of the (AO-73) crewmen - they youngest was only 16 years old, and he was not buried at sea. Four of them went over the side. Snyder, Seaman 2/c was to be sent home. The *Millicoma* (AO-73) had so much damage, she had to go back to Long Beach Naval Shipyard for repairs. I was part of that AO-73 crew.

- USS *Augusta* (CA-31)

14 February 1938, USS *Augusta* (CA-31) tried to tow USS *Black Hawk* (AD-9) with a four inch wire cable. Before the cable was out of the water, it snapped in two. The ship's were out of Tsingtao, China. They gave up on towing USS *Black Hawk* (AD-9), and said she would have to make it on her own, which she did.

USS *Black Hawk* (AD-9) made it back to the states, and I was part of her crew from 1939 to 1940. Of all the ships out there during World War II, who would think that the old USS *Black Hawk* (AD-9), would make it back to the U.S. She also saw service in World War I.

Make sure you look at these dates. They sure were a long time ago. The navy was so poor, we had to make our own lye soap to clean the galley, and I made lots of it.

I made SC 3/c, and SC 2/c aboard *Black Hawk*, and made SC (B) 1/c on BB-55. I made Chief on the (AO-73). Man, this was the "Old Navy"! The only woman found on any navy ship was aboard hospital ships. There must be a lot of problems having women serving on ships in this new navy.

- President Franklin D. Roosevelt

In 1936, I enlisted in the navy at \$21.00 a month. Then President Roosevelt cut everybody's pay for 6 months, and I was cut to \$17.50 a month. You must remember, our country was on our way out of the depression.

- Second Typhoon

5 June 1945, another big typhoon with 70 knot winds and 100 foot waves. The USS *Pittsburgh* (CA-72) lost her bow from her number one turret forward. But this time, they were ready for the typhoon. There were some ships with big damage but no ships capsized. AO-73 was in both typhoons.

- Jap Battleship Yamato

There were 16 oil tankers operating 80 miles from Okinawa. My ship, USS *Millicoma* (AO-73) would refuel battleships, carriers, cruisers on the port side, and destroyers, DE's on the starboard side.

On April 7, 1945, I remember we were refueling a carrier when it started launching aircraft! They never launched aircraft when refueling... two days later, we had a carrier on the port side, and destroyers with recovered shot down pilots they had picked up, refueling on our starboard side. I talked to some of the pilots and was told that they sank the Jap battleship Yamato - the world's largest battleship. She had 9-18" guns. So many of our aircraft were sent out after Yamato, that the planes had to line up and wait their turns to attack the ship. I almost left this out. Remember, I'm over 90 years old.

**Lincoln Hector (CCSTD)
Chief Commissary Steward
Alberton, Montana**



LOOKING BACK...

THE JERSEYMAN

Restoring the ship...

... from January 4, 2001 to today - by **Roland Garber** (former Boiler Technician 2/c)

I remember starting to work on the Battleship the first week of January 2001. As a Tin Can Sailor, I wanted to see what a BB looked like. I was willing to come in and work for one day and check it out. I was so impressed with this ship I had to come back. I am

still here, and now as I come down the pier in the mornings, I am still impressed with her.

The ship was positioned along the pier, and as you drove through a long repair building to get to it, you were suddenly looking straight up at her high bow. It was quite impressive. There were about a dozen people that had already started working. They started cutting open the ties on the doors and getting some lights on. The gangway was frozen, there were very few lights that worked. No heat, No water, No head.

The volunteers gathering area on the ship was the Wardroom. It was also the storage area for the accommodation ladders and hangers. We climbed over this stuff for weeks. This is where the Chain of Command started. Volunteer leader **Joe Filmeyer** created "Team Leaders" and each Team leader adopted 5 or 6 guys to be their team. They were assigned an area to get papered and ready for painting. The team leader would get the tools and supplies needed for the team. He would understand the scope of the work and pass that onto the team. As I remember, the very first area to get covered for painting was the Senior Officer's Head. The steel was so cold the tape would not stick.

We started spray painting (me in photo) about a month later. **Frank Larkin** took over and coordinated the painting and paper teams with professional excellence. He was a bit demanding and spoke what he thought. Frank Larkin was a team leader, and in my opinion, he quit because he resented the constant micro-managing.



I was sorry to see Frank go, he refused to come back.

Dennis Revile was the paint spraying guru. We both worked shifts so one of us was there almost every day. We had two paint sprayers in different locations. **Frank Marrone** also joined us later when Dennis had to leave.

Then there were a few guys working to get the senior officer's head open. The toilets normally flush from the ships fire-main system. They were using the water from the fresh water hose coming aboard from the pier. After opening all the valves, the flusher valves did not work. The fire-main system was 160 psi and the fresh water was 60 psi. They had to replace all the flushers and hooked up a garden hose from the freshwater system to the fire-main system, and Hooray!! They worked. To this day, this very active head is in full service and a garden hose is still there supplying the water.

On Tuesdays and Thursdays **Chuck Hamilton** & **Marty Waltemyer** began taking small groups of volunteers on engine room tours and inside the 16 inch guns. These perks were greatly appreciated by the guys. Every Thursday for over a year, **New York Pizza in Camden** contributed free pizzas and soda for the guys. We still owe New York Pizza our grateful thanks... Sadly, I remember many volunteer faces that I don't see aboard anymore.

USS *Meredith* (DD-890)...

I came aboard USS *Meredith* (DD 890) in January 1961. She was in dry-dock being converted through FRAM II at the Philadelphia Navy Yard.

The crew was moved off the ship and living on a barge, the old YTT5. I was assigned to the engine room and started scrapping asbestos off the steam pipes. As the new guy, I also remember being "selected" to find that elusive bucket of "Relative Bearing Grease". A couple months later we were steaming and ready for river trials. My first sea duty.

Bobbing around off Cape Hatteras in very rough water was having an effect on the newer crew members. I could see signs of this throughout the ship. I was standing watch from 8 to 12 that evening in the 120 degree engine room. My relief came down and I headed back for a shower. Over the 1MC came "Fire Fire Fire" in the engine room. Along with the statement "This is not a drill". As trained, I got to my repair

LOOKING BACK...

THE JERSEYMAN

station. When it was over I learned that Chamberlin, my buddy and shipmate, was dead. He was on the lower level when a plug in the turbine blew out and the oil hit an un-insulated steam line causing a flash fire, so we headed back to the yard. On the next run we had a "hot bearing" on the propeller shaft. It melted the Babbitt insert and had to be replaced. But we did not have one. So a call was made to the Coast Guard to bring us out a replacement insert. The look on the Coast Guard faces "arriving to save the Navy Ship" was embarrassing.

After the repairs we were on our way back to our home port in Mayport, Florida, and for Operational Readiness Inspection (ORI) in Guantanamo Bay, Cuba. Think ORI sounds like fun? The ship and crew go through two weeks of "anything can happen" days. Everything on the ship, and every plan is thoroughly tested.

Once tied up and settled down for a break in Guantanamo Bay, only one boiler room is needed online. This was to maintain the necessary steam for the "Hotel" load of the ship. I was manning the engineering phone system when someone asked which boiler room was going to be active. It seemed to me that if aft was active last time, than forward would be this time. So I said "forward". I did not think to ask anyone, I just wanted to get done and out of there. As luck would have it both shut down and the lights went out. I did not get out of this one for quite a while.

Once the ORI was completed and we were back in Mayport, I again heard over the IMC "Fire, Fire, Fire on the ASROC deck! This is not a drill"! Apparently, we had fired a missile at our forward stack while inport and tied up between two other ships. It did not leave the launcher but the blast set the ship on fire again.

USS Jonas Ingram (DD-938)

In 1962, I was also stationed on the USS *Jonas Ingram* (DD-938) in the North Atlantic, and it was so cold that we wore jackets in the fireroom.

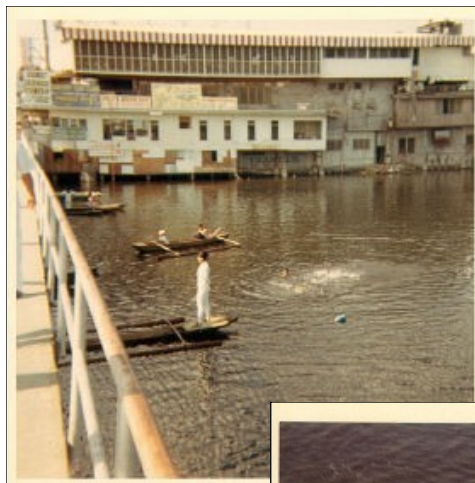
I remember being tied up in Portsmouth, England on Thanksgiving Day 1962. Folks from town came down to the ship and took some of our sailors back to their homes for dinner, but I was on watch and could not go. Quite a nice thing to do.

Later, while at sea a large wave knocked out two of our windows on the bridge. I don't think any of us will ever forget our Navy days. I know I won't.

Vol. Rolland Garber
USS Meredith (DD-890)
USS Jonas Ingram (DD-938)
Bellmawr, New Jersey

Olongapo, Philippines...

These are two pictures I took while stationed at Cubi Point, Philippines, and they were taken in 1967. Anyone who was in the Philippines at this time would know this girl in the pictures. As you crossed the bridge from Subic Bay to Olongapo, she would be in this boat asking sailors and Marines to throw money and she would catch the money in the basket.



I thought they might bring back a few old memories of those days.

I served in the US Navy from July 1965 to July 1969, as a GMT2 (Gunner's Mate

Technician) Second Class, working with nuclear weapons.

From November 1966 to May 1968 I was stationed at NAS Cubi Point PI., and worked in Advanced Underwater Weapons (AUW).



From 1968-1969, my ship was USS *Coral Sea* (CVA-43). While off the coast of Viet Nam we put special fuses on 250 pound bombs, making them into land mines.

I'm proud to be starting my 10th year as a volunteer aboard Battleship New Jersey...

Vol. Ed Hamilton (Brass Team Member BB-62)
USS Coral Sea (CVA-43)
Williamstown, New Jersey

LOOKING BACK...

THE JERSEYMAN

Vietnam...



While flying a reconnaissance mission in an

OV-1 (Mohawk) north of Saigon, we heard a call over the emergency channel. The voice said that he was an UH-1 (Huey) and was going down.



It was obvious that the pilot had absolutely no idea where he was, except that he was somewhere in Viet Nam. He also said that he had the First Cavalry Division commander aboard.

We quickly interrupted our mission and began to look for them. Almost immediately we stumbled onto them and vectored in Cobra gunships to provide cover, along with a Huey to pick up the general.

He must have been embarrassed to have gotten into that situation because he didn't even offer to buy us a beer.

Vol. Jim Maher (former Captain, US Army)
52nd Artillery Brigade Viet Nam 1968-1969
210th Combat Aviation Battalion
Cherry Hill, New Jersey
(Photos courtesy of Vol. Jim Maher)



Vietnam...USS *Snohomish County* (LST-1126) (Photos courtesy of Vol. Tom Weber)



As 1st Lieutenant aboard USS *Snohomish CO* (LST 1126), I was responsible for the Deck and Gunnery Divisions. My Bos'n's and Gunners Mates were the salt of the Navy, but creative when it came to ignoring rules.

1968 Hong Kong - Pre-liberty crew instructions included very strong warnings against getting tattoos because of hepatitis risks. Naturally, one of my Gunner's Mates decided he would defy the odds. He returned from liberty, promptly saw the corpsman, who then contacted me as the man's division officer. After my Gunner's Mate told his tale of woe, he showed us his still very meat-red tattoos on both buttocks. The tattoos read: "**Grade A, U.S. Department of Agriculture**" and resembled the stamp found on butchered beef.

1969. Bangkok - Anchored in the Chaopraya River. The CO, XO and I were ashore buying gifts for our wives. While we were ashore, my Bos'n's lowered a LCVP in to the water to paint the starboard side.

Rule #1, prominently painted on the inside of the boat said: "**Do not lower ramp, while underway.**" Now, it is hard to apply paint over the side of the gunnel. Sooo, my Bos'n and 2 Seamen *partially* lowered the ramp. Naturally, they lowered it too far and didn't count on the effects of a 10+ knot current. The lines parted and the boat sank, well astern, in the brown water of the Chaopraya River, and the men had to be rescued. I spent my next 3 days on the river, trying to locate our sunken LCVP, which we did with the help of the Thai Navy. Eventually, we got the boat back in running condition. Yep, I ended up in hack over that little incident.

But these were the same men, outstanding at their jobs in Viet Nam, that manned our 40mm mounts and 50 cal. machine guns, when we transited the five rivers of the Mekong Delta. I would proudly serve with each of them again in a heartbeat.

Vol. Tom Weber (former Lieutenant, US Navy)
USS *Caroline County* (LST-525)
Mobile Riverine Force, 1969
USS *Snohomish County* (LST-1126)
Cherry Hill, New Jersey

Turret restoration...



16" rifle restoration crew... Left to Right Volunteers Jim Ramentol, Jim Maher, John Hoban, Marty Waltemyer (in doorway), Tom Weber, and Skip deGlavina

LOOKING BACK...

THE JERSEYMAN

Vietnam...

November 15th, 1960...

I had just re-enlisted 5 October 1960, as BT3 for 6 Years under the "Star Program" for BT-B School, Phila. Pa., and I was the first enlisted man to report to BT-B School, but they didn't know anything about Star Program, and I reported to Class B School Command on the 13th. of November. Seeing as how the class would not start for a few more days, I was told to take the weekend off. I proceeded to the slop shoot to get some coffee and decided to take a walk over toward the bay side and saw these three large ships tied up to the quay wall.

They were tied up from outboard, portside to the quay wall, USS *Wisconsin*, USS *Iowa* and USS *New Jersey*. All three ships were in mothball condition. I walked up to the USS *New Jersey*, reached out, touched her hull and felt a shiver come over me, as I whispered, "Lady, I sure wish I could be assigned to you if you ever come back to re-commissioning."

Well, to make a long story short, in Aug. 1967, a naval directive letter came out looking for Volunteers to be assigned to USS *New Jersey*. I immediately applied, and was accepted, receiving my orders in late August to report to USS *New Jersey*, BB62, Nucleus Command, for pre-comm on board ship at Phila. Pennsylvania. Boy! Was I thrilled. I was the 19th. crewman proudly assigned to her.

September 1967...

I now was assigned to #2 Fireroom, later, after USS *New Jersey* was in drydock I went aboard ship with another shipmate, BT2 Johnson, and looked her over, and noticed that there were some items that would be nice to have in the fireroom for our guys.

I had written with chalk and black felt tip pen the words "SAVE FOR SKI" on the following machinery, a drill press, a reciprocating metal saw, a band saw, a sheet metal bender, and a dual bench grinder. I now had some BT's to help me move these items into the fireroom starboard upper level storage compartment, as this was the best spot for a repair area.

Well, later on, like about a month later, I was in for a rude awakening, when the Chief in charge of the Machinery Maintenance Repair Shop phoned the fireroom and "requested" for me to come up and see him.

Well again to make a long story short, I was "Busted" big-time... I was to return all the machinery that we had retrieved from the Machinery Repair back to the shop, and I never did quite live that down.

In May, 1969, USS *New Jersey* returned to Long Beach, CA. and I with five other BT's received orders to Class B/C School, Phila. Pa. where upon graduation we were to return to USS *New Jersey* for continuing duty for the second trip to Vietnam. Lo and behold the USS *New Jersey* received orders to be decommissioned and I was now assigned to a "Bird Farm" USS *Constellation* (CV-64). As far as I was concerned, I went from a Beautiful Ship and Duty to a second rate ship (Carriers, Queens of the Navy) Hah!

I consider myself lucky to have served only three days short of a year on her. Yes Sir, you can have the Brown Shoe Navy, I'll take the Black Shoe Navy over and above anytime.

USS *New Jersey* Veterans...

I first joined the USS NEW JERSEY VETERANS INC. Reunion Organization, and in 1997 was elected as "Vice President of the Organization and Reunion Coordinator", later as Liaison Officer and then as Acting Chaplain.

It has been a wonderful experience to get to know and participate in numerous reunion functions and to talk with various WWII, Korea, Viet Nam and Persian Gulf Veterans. I salute all who have served aboard USS *New Jersey*, and the coalition of Volunteers that have made our ship look Ready for Sea. BRAVO ZULU!



BTC Larry Kalakauskis, USN/Retired
USS *Alfred A. Cunningham* (DD-752)
USS *New Jersey* (BB-62)
San Diego, California

LOOKING BACK...

THE JERSEYMAN

Restoring the ship...

One shipmate volunteer I will always remember is **Marty Waltemeyer** and the wooden jig he made to close the 16" breech doors. I was right on top of it and could hear the wood straining while I thought... "WHAT THE HELL AM I DOING HERE"?!

During the 16 inch restoration time, that was a scary thought that ran through my mind often. Another episode was when Marty was given the job to crank the rifles up to 20 degrees -- Which we did, under Marty's watchful eye and with two very large wrenches. I had the honor of holding one wrench while the other volunteer (forget his name) was turning this gigantic shaft nut. He said to me "Don't let go --this is about 6 tons and it may fly back and cut you in half"!

Again, while restoring the heavy rubberized bucklers on each of the nine 16" guns, Marty said to the crew how amazed he was at the work being done... "This job would take about 20 men in a shipyard, with access to a crane, and here we were, 10 or so old timers (average age about 67 years old) doing the job with practically nothing". Keep in mind, that each of the heavy rubberized bucklers are in the vicinity of 800 lbs each, or more...

George MacCullouch was another fine leader of merit that I remember. George, a former Gunners Mate First Class, knew quite a lot about the 5 inch mounts, which was another dangerous job that required very difficult maneuvers considering the age of the volunteers. These men never flinched when they had to put on safety straps and climb to the top of each mount, in order to reach the welds installed during mothballing in Bremerton. We had to grind the welds down with a grinding wheel, and then knock it off with a machinist's hammer that seemed to weigh about 100 lbs after the first 10 swings. Of course cranking that big mount around with no hydraulic or electrical assist also took some doing, and it took rotating shifts of a few men to take it around to the stops.

It was an honor to be associated with such a fine group of men.

Vol. Walt Eife, AT1, (AC) USN/Retired
Westmont, New Jersey
USS Orion (AS-18)
USS Dupont (DD-941)
USS McNair (DD-679)
USS Wasp (CV-18)
USS Basilone (DD-824)
VP-935, VP-64



Restoring the ship...

I can remember replacing fluorescent tubes and starters in each of the gun turrets and in the 5"/38 gun mounts, and the restoring of the bucklers on the 16" guns was another immense job since we first had to cut

off the steel casings that covered the gun ports. Replacing these bucklers was especially difficult seeing they weighed 800 pounds each, and that was not including the five steel pipe stretchers that held each of them in place. We actually had to brute force these bucklers into place with two chain falls or by using two come-alongs.

When we restored the 5" mounts we had the same problem, first removing the steel gun port casings. Then, to add some extra work, the gun ports all leaked, and water ran into the gun pits because there was no air pressure in the gun port seals to hold them tight against the weather. Eventually we sealed the gunports with heavy beads of silicone caulk.



Some of the guys that helped with these projects are still with the ship. I see **Ken Hardcastle** and **Mayer Falk** occasionally on Tuesdays, but **Carl Holmstrom** doesn't make it to the ship any more. The three of these men, along with **Marty Waltemyer** and I, were probably the most instrumental in getting this job done, but there were many others bearing a hand, and especially when we were removing the steel gun port covers.

Vol. George MacCullouch (GMG1) USN/USNR
Audubon, New Jersey
USS Shasta (AE-6)
USS Neosho (AO-143)
USS Sigourney (DD-643)
USS Kidd (DD-661)
USS New Jersey (BB-62)
USS Dixon (DD-708)
USS Rockbridge (APA-228)
USS Sandoval (APA-194)
USS Newport News (CA-148)
USS Blackwood (DE-219)

“The PACIFIC” 10-week Special... HBO

by Volunteer Pete Fantacone

Yesterday, March 11, 2010, I was one of 250 veterans who had served in the Pacific during WWII, invited to attend the preview of HBO's 10 week mini-series, "The Pacific". This event was sponsored by *HONOR FLIGHT* and by HBO, to honor those who served in the Pacific during WWII.

We left in two bus loads, from Williamstown High School, New Jersey with a full Police and motorcycle escort bound for Washington DC

The program in DC was a visit to the WWII Memorial where Steven Spielberg and Tom Hanks spoke about their new HBO Episode, "The Pacific" and in their remarks they honored WWII Pacific Veterans and thanked them for their contribution to the country and the World. They stated that they were proud to make this new HBO relating to the War in the Pacific. Pacific veterans invited were noted from Illinois, Massachusetts, New Jersey, New York and Florida.

The day ended with a dinner at the Marriott in Arlington, Virginia and was followed by a premier showing of the first episode of HBO's "The Pacific". We then spent the night at the Marriott and came back to New Jersey on March 12th.

On coming back to NJ we were again provided a police escort as we crossed the Delaware Memorial bridge, and they escorted us back to Williamstown, High School.

On arrival at the High School every veteran was touched by the reception we received. We marched single file into the school escorted by ROTC students. We marched down the corridors of the school in single file for about 100 yards and on each side against the walls were students, each with large US Flags, so the corridor became a tunnel of flags as the students cheered and thanked us as we moved down the line. As we came close to the cafeteria, the Williamstown High School band played service songs of Anchors Aweigh and the Marine Corps Hymn. We were then provided a lunch in the school's cafeteria, made up and served by the students of Williamstown High School.

It was a great, and very touching tribute to us old vets of the Pacific theatre. Mr. Charles Earling, the School Superintendent of Monroe Township Schools should be very proud of the students for this great reception, and he has my personal thanks.

Some others to be thanked for their contribution to this Honor Flight trip to Washington, D.C., are the pilots of the planes who donated their time, with no salary, to fly the vets to Washington, and the airlines who offered their planes at no charge.

And HBO, for their contribution to the expenses and promotion of this event, and to Marriott Hotels, and of course all the many volunteers from Honor Flight, including the founder of this organization. All this made it a particularly memorable event for the Veterans of the Pacific theatre World War II, and for me.



"It was in the end of May 1944 that I reported aboard LCI 492, just a couple of weeks prior to D-Day, June 6, 1944.

We landed on Omaha beach at approximately 0730, and about one hour after the first wave. I remember when looking at the beach, the wreckage of equipment burning and the smoke that was on the beach. Then we backed off the beach and proceeded to waters just off of Omaha. The LCI 492 was lucky. Of the 12 LCI's in our Flotilla that landed at Omaha Beach, four were lost due to heavy artillery, machine gun fire and mines. The four we lost were the LCI's 91, 92, 93 and 85. Two others, the 83 and 88 were severely damaged. All suffered casualties of both crew and troops, and the 85 capsized and sunk. We saw her floating bottom up. She tried twice to land her troops under heavy fire and hit a mine.

It was hard to believe that a little more than 12 hours earlier, I had attended Mass and received General Absolution with the troops and crews of these LCI's on the pier in Weymouth, England. We came back off the beach a few hundred yards and performed other duties off of Omaha Beach for the rest of the day."

Vol. Peter Fantacone, former Radioman 2/c

USS LCI (L) 492

USS Columbus (CA-74)

Mays Landing, New Jersey

Editor's note: Pete Fantacone has been a Battleship New Jersey volunteer since April of 2002. - TH

LOOKING BACK...

THE JERSEYMAN



MICHAEL GORCHINSKI MEMORIAL TROPHY

While serving as a crewman aboard USS NEW JERSEY (BB-62), ETC (SW) **Michael W. Gorchinski USN**, volunteered to assist the 24th Marine Amphibious Unit with a radar installation problem they were having at the Marine Barracks in Beirut.

On the morning of 23 October 1983 he was among the 240 Marines, sailors and soldiers killed by a suicide truck bomber.

Chief Gorchinski, "Chief Ski", was a member of the Operations Department aboard NEW JERSEY, and was with the ship's advance re-commissioning crew in 1981. He served with the electronics division (OE), charged with overseeing the ship's installation of new search radars and display equipment.

In 1979 Chief Gorchinski was the National Long Range Rifle Champion, Camp Perry, Ohio, and was awarded the Canadian Cup.



Chief Gorchinski was a member of the U.S. Navy Shooting

Team from 1973 to 1983.

The idea of creating a Michael Gorchinski Memorial Shooting Trophy started a few years back but finally came to fruition in 2009 when I produced a design and contacted both a custom cabinet maker in Virginia, and a marble laser image maker in the state of Washington. Since I was a former Navy Team Rifle Shooter with Mike back in the 1970s, I thought it was fitting that a memorial shooting trophy be offered in his honor.

To our knowledge, Mike Gorchinski is the only All-Navy Team shooter lost in combat and we will always remain deeply saddened by his loss.

Dave Fiehtner CTOCS/CWO3

U.S. Navy Distinguished Marksman 1975

U.S. Navy 1958-1987

Shelbyville, Kentucky

The All-Navy Rifle and Pistol Competitions are held annually on both the East Coast and West Coast during the April/May timeframe. The East Coast All-Navy Championships have traditionally been conducted at Dam Neck, VA., and the West Coast All-Navy Championships have traditionally been conducted at Camp Pendleton.

The purpose of the trophy is to recognize the Grand Aggregate Winner of the Rifle & Pistol Championships; a dual award for both the East Coast Champion and the West Coast Champion using the Service Rifle and the Service Pistol at the annual ALL-NAVY Championships. Eligibility includes any Navy and former Navy shooters authorized to shoot in the All-Navy East and West Coast Matches which includes Navy and Navy Reserves and Retired Navy and Retired Navy Reserves or Navy Veteran who has worn the uniform and formerly competed in an All-Navy competition but exempts any other Military Service such as the Marine Corps, Coast Guard, Army, and others.

The East Coast All-Navy Matches were held at the NAS Oceana Annex, Damneck, VA, 24-30 April 2010. The Service Pistol and the Service Rifle Grand Aggregate Winner was **LCDR Matthew BARTEL USN** with a score of 1821-32X. His pistol score was 964-24X and his rifle score was 857-8X.

The West Coast All-Navy Matches were conducted at Camp Pendleton, CA, 1-7 May 2010. The Service Pistol and the Service Rifle Grand Aggregate Winner was **CDR Eric Hansen, USNR** with a score of 1788-31X. His pistol score was 866-12X and his rifle score was 922-19X.

Each winner received a photo plaque of the trophy. Their names and scores will be recorded on brass plates on the base of the trophy.

THE JERSEYMAN

BATTLESHIP DAYS... BY HAMP LAW (1923 - 2010)



Logo courtesy of Maritime Artist and
former USS NEW JERSEY crewman,
James A. Flood

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Tom Helvig, CTRCM, USN (Retired - 1975)
Volunteer Writer/Editor *The Jerseyman*
68 Boothby Drive
Mt. Laurel, NJ 08054
email: Thehelig@aol.com
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