



4th Quarter
2010

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

THE JERSEYMAN

8 Years - Nr. 68

U.S. Naval History USS *New Jersey* (BB-62)



USS NEW JERSEY... December 24, 1944

*"...**Chester Nimitz**, recently promoted to the rank of five-star fleet admiral, flew in to Ulithi for a conference with Admiral Halsey. **When Nimitz came aboard the NEW JERSEY, a five-star flag was flown aloft, the first such occasion in a Pacific Fleet warship.** With him, Nimitz brought a decorated Christmas tree for the **NEW JERSEY's** wardroom. Nimitz's biographer, Professor E. B. Potter, noted that the admiral was disappointed because the battleship's officers preferred an artificial tree the crew had made from nuts, bolts, and scrap metal. **Ensign Allen Trecartin**, one of the **NEW JERSEY's** scout plane pilots, had duty as in-port officer of the deck at Ulithi. He recalls that the total number of stars from all the flag officers on board the ship during Nimitz's visit was forty-five."*

**Source: "BATTLESHIP NEW JERSEY: An Illustrated History" (Page 72)
by Paul Stillwell, US Naval Institute Press, Annapolis, Maryland. 1986**

THE JERSEYMAN

LOOKING BACK... USS NEW JERSEY in World War II - by Rev. Stanford Holsonback

Stan Holsonback joined the navy one day after his 17th birthday, and by age 21 he was a 4 year World War II US Navy veteran. But one particular night aboard USS *New Jersey* remains vivid to this day...



On 2 April, 1945, Holsonback, then an Electrician's Mate 3/c, was standing the 2000 to 2400 watch on the bridge of USS *New Jersey*. "Taking us back to that time, it was on 1 April 1945 that the USS *New Jersey* took part in the bombardment and invasion of Okinawa. The next day, on 2 April, at about 9:20 p.m., a destroyer, USS *Franks* (DD-554), received permission to secure from plane guard duty for the USS *Yorktown*, as the carrier had finished recovering planes from their night missions.

USS *Franks* then began a return to her normal position in the screen, but apparently took a short-cut, which put USS *Franks* and USS *New Jersey* on a collision course.

During watches, all hands know they must be alert and respond quickly to any orders. But as the bridge electrician, I was very seldom called on, but this particular night would be very different. Suddenly, a voice called out "***a destroyer is heading our way!***" I was standing near the electric switch panel on the bridge, when an urgent order was given "***electrician's mate turn on the side lights!***" I quickly took hold of the switch, received a repeat of the order, and carried it out. Next, I was told to check the side lights, to see if they were operating.

I hurried to the side of the bridge and saw the green light was on and burning bright. Then to the other side of the bridge and saw the same for the red light... from turning on the lights and checking on their operation, it probably took me less than a minute. Then, as I just entered the door to the conning tower to report my findings of everything being ok, a shattering loud bang came from the bow of the ship. Bright sparks flew from metal on metal caused by our port anchor smashing into the USS *Franks*' superstructure.

"***We hit a destroyer!***" was the next voice I remember, and followed by men quickly showing up on the bridge and into the conning tower - mostly officers.

Once more I was ordered to turn on more lights to reflect that we had stopped. Shortly after that, I was again instructed to turn the lights off.

We later heard that the Captain of the USS *Franks* died from his injuries two days later, and that one other officer had also been injured.

To my knowledge, no one aboard *New Jersey* ever received any blame.

After the war, and until 1990, I was unaware of any articles about this collision between USS *Franks* and USS *New Jersey*. But in 1990, I did read an article, written by **Michael Bak**, a crewman serving aboard USS

Franks when the collision happened. I immediately called Mike long distance, and we talked at length about



Michael Bak , USS *Franks* (DD-554) and Rev. Holsonback USS *New Jersey*

the collision from 45 years ago. We have since gotten together, and also been in phone contact just about every year since then... we are lifelong friends."

Rev. Stanford G. Holsonback
Augusta, Georgia *****

USS NEW JERSEY-Deck Log , Monday, 2 April, 1945
"20 to 24 - ..2054 changed course to 095°T. Turned on red truck lights on orders of Task Group Commander during aircraft carrier recovery of night fighters. 2056 changed course to 090°T. 2058 changed speed to 18 knots (106 rpm). 2059 changed course to 085°T. 2108 changed course to 165°T. Changed speed to 23 knots (137 rpm). Turned off red truck lights. 2112 USS FRANKS (DD 554) which had been on duty as plane guard was assigned to station number one (1) in the screen. Station (1) bears 000°T distance 6000 yards from this ship and was 15° on the port quarter of this ship. 2113 observed USS FRANKS turn on navigational lights, followed by TBS report that the USS FRANKS had turned on her navigational lights while passing through the formation enroute to her screening station. USS FRANKS was bearing about 025° relative, estimated distance 1000 yards, bearing drawing ahead. 2114 USS FRANKS, now bearing about 5° relative, observed closing on collision bearing. Turned on running lights. Put rudder at right full, USS FRANKS sounded whistle. 2115 with this ship turning right, collided with USS FRANKS port side of this ship at frames 41-44, with port side of USS FRANKS at or near USS FRANKS bridge, both ships at or near parallel, but opposite, courses. Shifted rudder to left full to throw stern clear. Backed all engines full. USS FRANKS scraped port side to about frame 108 and then cleared from port side. Changed speed to all engines ahead full 23 knots, (137 rpm) (formation speed)."

THE JERSEYMAN

LOOKING BACK...

by Rev. Stanford Holsonback

On the 25th anniversary of the attack on Pearl Harbor in 1966, Rev. Stan Holsonback recalls his introduction to the man that led the December 7, 1941 Japanese air attack on Pearl Harbor - the former Naval Air Commander **Mitsuo Fuchida** of the Imperial Japanese Navy.



"It was Commander Fuchida that gave the order to begin the attack on Pearl Harbor. It was also Fuchida that radioed to Japan the message 'Tora, Tora, Tora', (*Tiger, Tiger, Tiger*) indicating the approach was a success, and that our U.S. Naval Forces were caught by surprise.

In June 1942, at the Battle of Midway, Commander Fuchida, was gravely ill and was also wounded aboard the doomed aircraft carrier *Akagi*, but he survived after a year long hospitalization. After his recuperation, he was appointed as the Air Operations Officer of the Japanese Combined Fleet.

Following the war, I also remember that he gave lectures at the U.S. Naval Academy at Annapolis. My personal reflections of Mitsuo Fuchida were very positive. I found him to be unassuming, appreciative, and very sincere. In 1967, and shortly after I first met Fuchida, we began to exchange our letters."

Rev. Stanford G. Holsonback

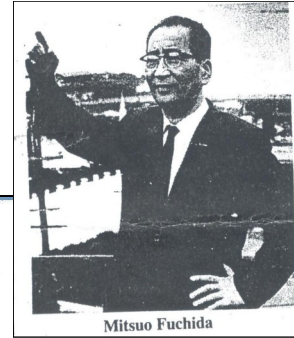
Augusta, Georgia

Editor's Notes:

Reverend Holsonback said that he spoke at length with Fuchida in 1967 when he was on a speaking tour as a Presbyterian lay minister and guest speaker at the Woodlawn Baptist Church in Augusta, Georgia.

The former Japanese naval commander was said to have been influenced toward Christianity by Staff Sergeant Jake DeShazer, bombardier of B-25 #16, that flew with Doolittle's Tokyo Raiders. It is reported that Fuchida, and Sgt. DeShazer, became close friends after the war.

Like S/Sgt. DeShazer, Fuchida accepted Christianity in 1950 and devoted the remainder of his life to missionary work in Japan and Asia.



Mitsuo Fuchida

Sept. 29, 1967

(At Red Deer, Alta, Canada)

Dear Mr. Stanford Holsonback:

It was so nice to come to know you the other day when my testimony was used at the Woodlawn Baptist Church of Augusta, Ga.

Many thanks for your cordial note.

Having finished my itinerary through Augusta, Atlanta, Mobile, Pensacola, I came back to Seattle on Sept. 18 and on Sept. 20 I started on my 3 weeks' speaking journey by driving through the Alberta and the British Columbia Provinces in Canada.

After finishing this itinerary, I am leaving for Japan on October 13 via Hawaii.

Kindly accept my best wishes for you in this ministry of witness and service.

Sincerely in Christ,
Mitsuo Fuchida

(Fuchida photo and letter courtesy of Reverend Stanford Holsonback)

It is also not very well known that Fuchida, the attack leader on Pearl Harbor December 7, 1941, was also one of the Japanese observers in the surrender party aboard USS *Missouri* in Tokyo Bay on Sept. 2, 1945.

Mitsuo Fuchida died of diabetes complications on May 30, 1976 at the age of 74.

(Sources:

- Stars and Stripes December 7, 2008
- "From Pearl Harbor to Calvary" by Mitsuo Fuchida
- "From Vengeance to Forgiveness" Jake DeShazer's Extraordinary Journey by Day of Discovery.) - TH

THE JERSEYMAN

LOOKING BACK... USS *New Jersey* Korea 1951

Like me, I'm sure there are other Navy vets who remember their first day in the Navy, but on the exact day USS *New Jersey* was re-commissioned for the Korean War, I received recall orders to report to the Navy Receiving Station in Brooklyn, N.Y. The date was 4 January 1951. My orders did not say I was being assigned to USS *New Jersey*, and although I read about this famous ship in the papers, little did I know it would soon be my home for the next 22 months.

On 24 January 1951, at about 0800, about 80 or so USN and USNR sailors climbed aboard a landing craft to take us out to the USS *New Jersey* in Gravesend Bay, New York. The weather was terrible and the choppy waters made getting aboard an experience. Seeing the size of this great ship as we came alongside was unbelievable!

All I can remember after being logged aboard, was going below to a large space, and milling around until I was told where my bunk was located. By 0915 the ship had weighed anchor and we were bound for Norfolk, Virginia. My first thoughts were how in the world I would ever learn to navigate my way around. On a Destroyer you could find your way in 20 minutes. I knew where the gunnery office and my rack in FA division were located, but to this day I can't recall many parts of the ship – but I managed to survive.

Feeling like I arrived back in Boot Camp, I met my Yeoman shipmates and our Gunnery Officer, CDR M.S. Schmidling. Even as a Yeoman striker aboard a destroyer our duties were varied from the Plan of the Day to handling official correspondence for the Captain. To devote myself strictly to correspondence for the many elements of the Gunnery Department though, was an interesting joy. For a guy who never fired a BB gun in his life, I found myself typing requests for ammunition involving 16"/50 cal. to Cal. .22 ball, long rifle. How ironic can you get? The most memorable event on the JERSEY was to type a rough draft of all the ammo expended during our first tour in Korea. Talk about a wake-up call on what we had accomplished in Korea.

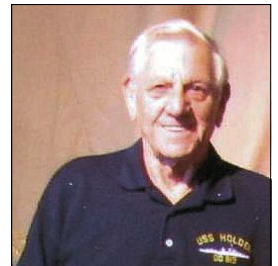
As for my remembrance of May 21, 1951, I am having a tough time. Even though my G.Q. station was at the 011 Level, in Air Defense with two officers, (sorry I can't remember their names,) we had a bird' eye view of everything, except that everything during that shelling event happened so fast.

First the incoming splashes close by the ship, then the ship quickly backing down, our 16 inch guns and 5" guns firing like crazy, and I was trying to look forward and aft constantly. As I recall during our entire tour in Korea, my Air Defense position didn't have very much to do but watch as our U.S. planes were heading in, or holding on during concussions when most of the ship's guns were firing.

Another plus was being aboard for the Midshipman tour to France and Portugal in August of 1952. Even though I had been to the Mediterranean area during my first navy tour in 1946, we never had much time in the great liberty ports like Lisbon and Cherbourg.

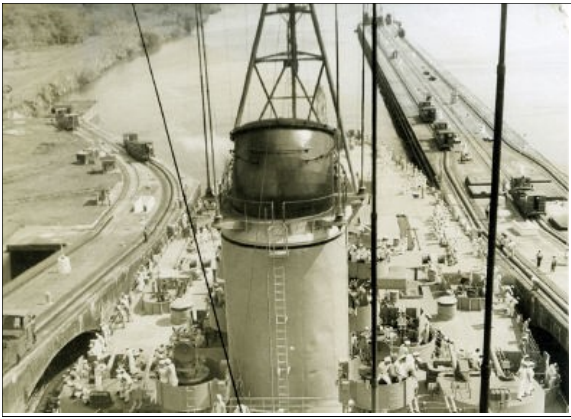
Being released from active duty in October 1952 left me with very mixed feelings, but as I look back over the past 58 years, and recall what was a most important part of my life, the nostalgia flows. These photos that follow are treasures from my old navy days.

**Peter B. Padavana, former YN3/c
USS *Holder* (DD-819)
USS *New Jersey* (BB-62)
Appleton, Wisconsin**



Who can forget the sight of entering Gantun Locks...

THE JERSEYMAN



A tight squeeze getting the fantail in the lock. I took this shot from the 011 level which was my G.Q. station. I made this climb quite a few times and had a good view as we bombarded North Korea.



USS *John W. Thomason* (DD 760) receiving fuel from the "Big J". I often wondered what this looked like from the other ship when I was in the deck force and handling UNREP lines aboard my old Tin Can, USS *Holder* (DD-819).



Our "liberty boat" approaching the Fleet Landing in Yokosuka. It sure beat making the ride in a whaleboat, especially during rough seas.



My first look at the Fleet Landing in Yokosuka, Japan.



U.S. Army Rest Center, Yamanaka, Japan, at the base of Mt. Fuji in August 1951. This post card view of the hotel with Mt. Fuji in the background was furnished to us by the staff at the hotel.

Photos courtesy of
Peter B. Padavana, former YN3/c
Appleton, Wisconsin

THE JERSEYMAN

LOOKING BACK...

USS Cabot (CVL-28) - 1953

I first boarded USS *Cabot* in Pensacola Bay during the fall of 1953. I was an Aerographers Mate - AG3/c ("Weather Guesser"), and the ship was just completing her tour as the training carrier in the Naval Air Training Command. As we departed Pensacola for Norfolk, we received orders to take part in a cold weather exercise in the North Atlantic. Our destination would be the Davis Strait, separating Newfoundland/Greenland, and it would take us from the tropics to the arctic.



Arriving in Norfolk, we were busy 24/7 provisioning the ship and our crew for this Northern Exercise. As we embarked a Marine Helicopter Assault Landing Squadron,

we were told that our mission was to provide training for the Helicopter crews and duplicating climate and weather conditions they could encounter in North Korean waters.

As we sailed North from Norfolk to Nova Scotia which was where we would begin the Helo operation, our Aerology officer received a National Weather Service advisory. He was informed that the CABOT Aerographers would be conducting research experiments involving the testing of various types of antennae carried aloft attached to 400 gram balloons, to determine antennae suitability using Radar tracking by the ship. We were directed to make a balloon launch in the fore-noon, afternoon, and evening watches, daily, as we steamed to our exercise area.

The launch procedure required the inflation of balloons on the hangar deck where our Helium tanks were located, attaching the various types of antennae, and a

Radiosonde device to broadcast barometric and temperature readings back to CIC as the balloon ascended. This was a 2 man operation, since an inflated balloon measured about 6' to 8' in diameter. It also required a light, canvas shroud as a cover, which was to prevent the balloon from puncturing as it was moved to the forward plane elevator and up to the flight deck for release.

As we reached an area approximately 600 miles ENE of Nova Scotia, we were informed by the exercise referee that we were entering the Cold Weather Exercise Zone, battle conditions would commence, and we were to enforce "Darken Ship Routine" immediately.

As we entered Davis Strait, flight operations began, and the Marine Helo crews would be making simulated assault landings and recoveries at a practice "Landing Zone" on the eastern Labrador Coast.



Naval History and Heritage Command photo
USS Cabot (CVL-28) underway, 26 July 1945

THE JERSEYMAN

All went well with our antenna experiment until the 3rd day of our Cold Weather Exercise! We were making preparations for the night watch launch at about 2000 hours. The balloon was inflated, the antenna with Radiosonde transmitter was attached, the shroud was in place and we began to move it forward to the plane elevator... and then everything went wrong in a hurry. The elevator operator failed to secure the lights in the hanger deck, and as the elevator platform descended, a bright shaft of light came up through the opening in the flight deck and bounced off of an exceptionally low overcast sky that we had experienced all day. It turned night to day in less than a heartbeat!

It was not more than 15 seconds later, when the CIC radio operator received word from the Exercise Referee that we had been “SUNK” by an “Enemy Sub”



that had tracked us from the time we entered the “Combat Zone”.

We soon resumed our Marine Helo landing training and concluded it successfully - with one exception, a “bolter” from our F-4U CAP crash-landed into our aft stack - thankfully there were no casualties.

Now, to fast-forward about 50 years or so, I'd like to talk about something else I will never forget...

It was when Docent guided tours first started aboard the 'BIG J' back in 2000, and I had completed my training courses. I was now a certified Docent, and was about to begin what was my second “Firepower” tour. I admit being a bit nervous on those first few tours and usually spent some time untying my tongue.

Included in my tour were 3 of the tallest young men I had ever seen. They were on vacation, in civilian clothes, and they all hailed from Norway!

As we descended to the binnacle area mid-ships, I started my description of the missile systems. And I inadvertently referred to the Tomahawks as 'Harpoons'.

As we descended further, one of the Norwegians, very quietly and discreetly said to me 'they are Tomahawks!' Confused and embarrassed, I replied 'are you sure?' He nodded emphatically in the affirmative. As we arrived at the expansion-joint on the main deck, I asked how he knew they were Tomahawks; he replied 'I am a missile engineer in the Norwegian Navy'...

Needless to say, and with a tip of the hat to that Norwegian engineer, I have never again misidentified the missiles aboard the battleship on the many tours I have since conducted during the past 10 years.



**Robert W. Carmint, Jr., former AG3/c
Southampton, Pennsylvania**

USS *Cabot* (CVL-28)

USS *Albany* (CA-123)

USS *Missouri* (BB-63)

USS *New Jersey* (BB-62)

(Battleship New Jersey Vol. Docent - 10 years)

Editor's Note:

USS *Cabot* was the last remaining CVL of World War II, and although efforts were made to preserve her as a museum and memorial, all efforts failed.

In 2002, USS *Cabot* was scrapped in Brownsville, Texas. - TH

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

THE JERSEYMAN

LOOKING BACK...

USS NEW JERSEY - Korea

On the morning of May 21, 1951, we were anchored in Wonson Harbor with land enclosing us on all 3 sides of the ship.

Everything was calm for some time. I was standing on the port side aft, looking at small boats that had come alongside, when I saw splashes in the water, and quickly realized it was from North Korean shore batteries. I ran to the nearest hatch as General Quarters were being sounded. My GQ station was mid-ships down below and nearby the engine rooms. I had also spent some watches in two of the port side 5"/38's mounts.

It wasn't long after we got to quarters when we felt the ship get underway and heard heavy noises. We knew then that the ship was hit, and the dangers that were out there. We also had a North Korean round explode in a near miss aft to port.

It sounded like all hell broke loose and it seemed every gun on the ship was firing, and then, very suddenly, everything fell silent. We had been hit on top of 16" Turret #1.

This is from my diary...

"5/21/51 -

We were still bombarding at 9:30 am. The enemy fired back at us. We got hit on the #1, 16" Turret and also had another shell just miss us and explode in the air, it killed one of our men and wounded two others. One of our 16" Turrets - #3, was trained parallel to our ship when it went off, the concussion damaged one of our 40mm mounts and also started a fire on the 02 level."

Being in the Engineering Department I was not near the area where Seaman Osterwind was hit, and was not able to take any pictures of the damage to the ship. I remember that there were also other men severely wounded at this same time.



Inside Upper Handling Room 5"/38.,
and I'm on the left.
I wish I could remember the
name of my shipmate...



Inside the Engineering Log Room,
where I had worked.
This picture was taken while aboard during a visit to
the ship in Camden about 10 years ago.

Jack Haughn
Eastport, New York

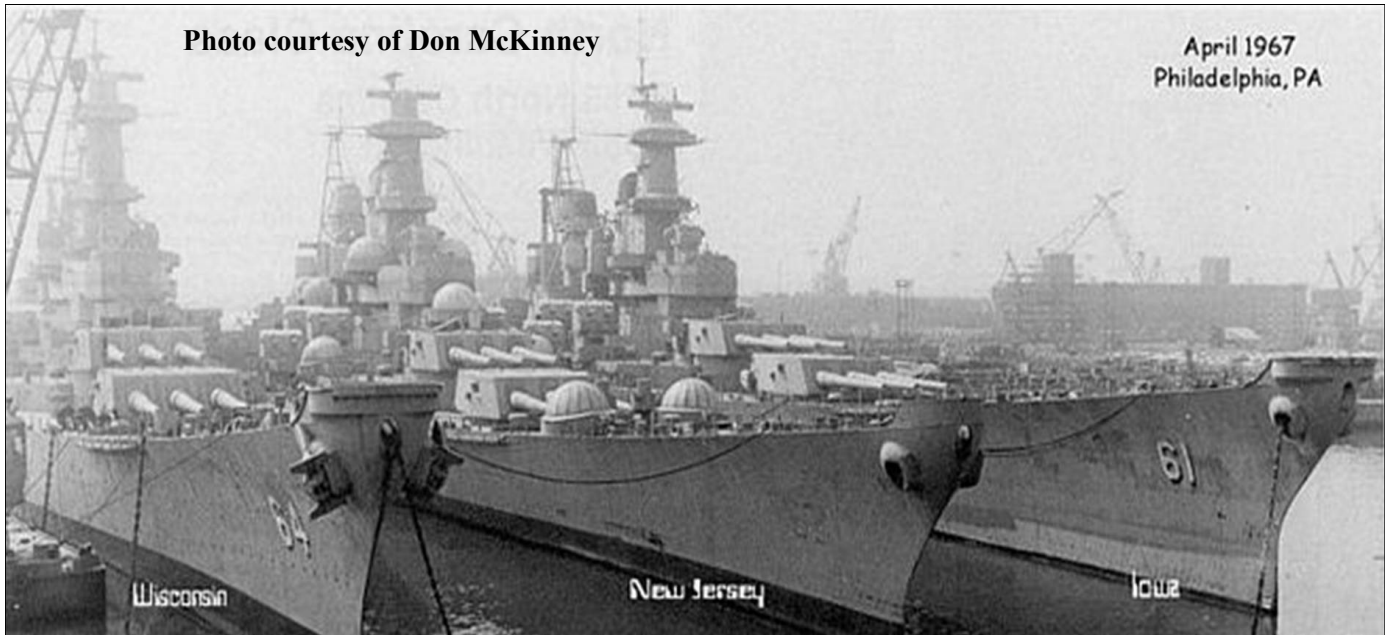
THE JERSEYMAN

LOOKING BACK... USS NEW JERSEY - Pre-Vietnam

I reported for active duty to the Philadelphia Naval Shipyard on the evening of 18JUL67. After checking in at the RECSTA, and for the next week getting shots, probed, (all the usual check-in stuff). I was assigned TAD to one of the 5 tug boats for about a month or so. We had a board posted on the tug's bulk-head showing where each mothballed ship, and it's type, were moored. I remember counting 120+ ships mothballed there at that time.

I was USNR, and reported for my 2 year active duty assignment as a seaman, and received my DD-214 on 30APR69 - separating as a Bosun's Mate 3/c. I reported to USS FORRESTAL in September of 1967, and separated in early 30APR69 from the ship upon her return from the MED.

One thing that I remember clearly, and during an early morning run on the tug, was cutting across the bows of the three Iowa-Class Battleships in this picture. One can only imagine how these ships looked to us, looming in the mist, and with a moderate haze hanging over the water. To this day it leaves a lasting impression on me, and this shot brings back great navy memories. All I remember was how majestic, and mystifying, these ships appeared to me on that morning.



Don McKinney
Coral Springs, Florida

Editor's Note:

(The following is from USS *New Jersey* "Chronology of Outstanding Events", 1967-1969)

"In August 1967, she would be moved from her berth of 9 years, from between her two gallant sisters, IOWA and WISCONSIN, to Drydock 3, and thence to Pier 6 in January. Here, a force of 2,000 civilian shipyard employees would team up with the battleship's nucleus crew (200 enlisted men and the prospective heads of departments, plus 40 officers) and work throughout the fall and winter, to have the mighty ship ready in the spring. Meanwhile, the balance crew was training on the West Coast, with the Prospective Executive Officer, **Commander J.S. Elfelt**".

THE JERSEYMAN

LOOKING BACK... Vietnam

I ran a Quad 50 section out of Charang Valley (on QL9) from July to Dec. 1971, and remember when we blew the 173rd sign off the hillside the day we closed Charang and gave it to the ARVN's. That was a very bad day!!

We ran to Pleiku and north most of the time, and sat perimeters the rest of the time. We were closing LOTS of firebases in late 1971. Then we went to Danang in 1972 until April of that year when Nixon sent us home early.

I retired as the 1st Cavalry (G3) Command Sergeant Major in 1990, and began volunteering aboard the Battleship New Jersey in 2001.

Since then I have been working with a great group of volunteers. This is also my chance to share a few observations by a retired Command Sergeant Major supervising on the quarterdeck of Battleship New Jersey....

Although we're usually involved with coordinating tours, scheduled events, and daily ship issues, every now and then Quarterdeck Supervisors are lucky enough to have a former USS *New Jersey* crewman, and



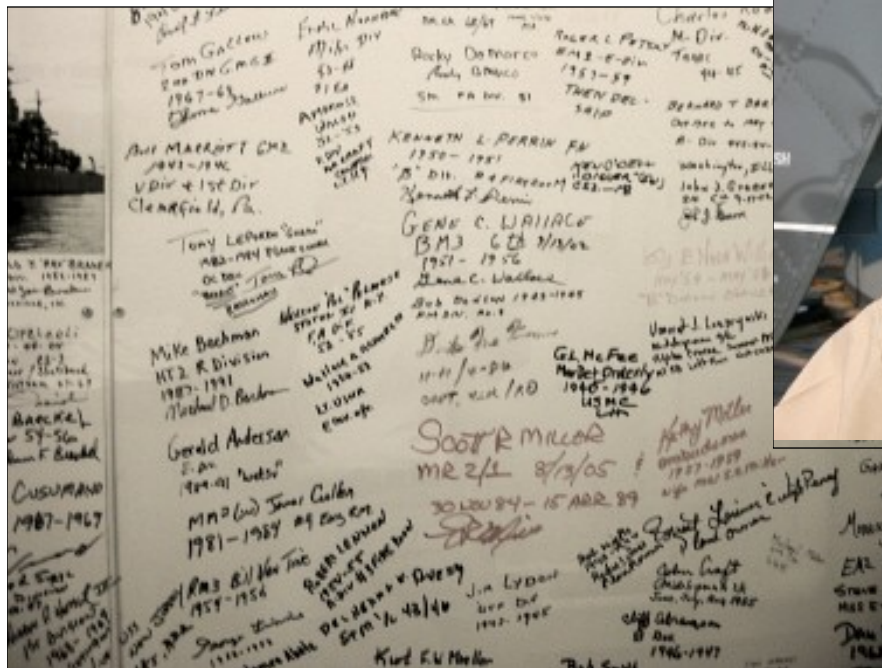
maybe a plankowner (yeah, I do know what a plankowner is...) come aboard with his family.

We all enjoy escorting these former crewmen back to their old work stations, and to their old bunk areas (sorry, I mean *rack* areas), and watch their reactions.

Then there is the family pride shown as they are invited to sign the former crewman guest book, and the "Signing area for USS *New Jersey* Crewmen" on the second deck... Hearing these men begin remembering long forgotten stories from as far back as World War II, is a moving experience. Families seem in awe from stories they never heard before, and being remembered so vividly by these former crewmen as they notice a familiar space or area from 50 or 60 years ago.

Most memorable is when we return these men to their bunk areas to find their old personal "rack" and locker. In most cases they would look around and explain how the area has changed... "During Korea my rack was made of pipes and springs hung from chains, and we were stacked up 4 or 5 high. At reveille we raised all the racks and secured them to the bulkheads to get them out of the way..."

Seeing them smile as they crawl back into their old rack, and family cameras marking their every move is always great fun to watch.



**Vol. Paul Hanson, US Army (Retired)
Command Sergeant Major,
1st Cavalry Division
Aston, Pennsylvania**

Crew signing wall photos courtesy of Vol. Bob Walters

THE JERSEYMAN



DM SA 68/69 MA
 Rocky DeMarco
 Rocky DeMarco
 SM PA DIV. BI

KENNETH L. PERRIN FN
 1950 - 1951
 "B" DIV. #4 FIRE ROOM
 Kenneth L. Perrin

GENE C. WALLACE
 BM3 6th 7/12/02
 1951 - 1956
 Gene C. Wallace

Bob Dodson 1943-1945
 BM DIV. No. 1

ROGER L. PITSAY
 BM3-E-DIV
 1957-59
 THEN DEL. SHIP

MENO O'NEIL
 "DICKER" (SW)
 CS2-1B

Charles M. Div.
 TEXAS
 44-45

BERNARD T. BARKLEY EN3
 Oct 1952 to May 1955
 A. Div 445-50-70
 Washington, D.C.
 John J. Grace
 SM CA 9-17-02
 J. J. Grace

E. Nash William
 Maj'st - Maj'st
 B'Division Officer

DRUCK C. BOSS
 43-44
 PHOENIX ARIZONA

CHUCK DORFF
 DT2 HQ 01
 7/13/02

MAJ ROBERT
 H-DIV
 87-90

THE JERSEYMAN

USS *New Jersey*... 1988 Marine Detachment – Australia’s Bicentennial



The big thing for me was arriving in Australia on 26 September 1988. I was up on the 011 level to video our arrival, while the MARDET manned turret 2 in rain coats - it was one of those damp, misty days. This was Australian spring time as

far as the weather goes.

When we reached “The Heads” (a rock formation at the start of the channel that would lead us downtown), we were greeted by tugs spraying water, and we were also being targeted by Greenpeace protestors. A Greenpeace rubber boat, similar to the one our MARDET used, was trying to get up to the ship and paste on a pretend nuclear bomb (it looked like a skateboard with “No Nukes” painted on it), to our bow. Every time they would get close, one of many police boats would chase them off. We also had fire hoses at the ready.

After making our last starboard turn, the famous Sydney Opera House and Sydney Harbor Bridge came into view! What a sight, and we were to moor the ship on the other side of the bridge! As we approached the Opera House, I could see what seemed like 50 or so Kayakers in the water holding up protest signs. When we finally came to full stop, we had to be turned completely around to back down into our pier. This seemed to take forever. Then a tug caught my eye. It had a big sign on the back end that said “No Nukes.” I didn’t get a real feel for the chaos that surrounded us then with protestors and news helicopters everywhere, until I got hold of some tapes of Australian News footage of our arrival. When you looked at us (the ship) from the air, it really was chaos.

A few days later, September 30, 1988, the MARDET was invited to an Aussie military base to fire shotguns with the Aussie sailors. Afterwards, we were treated to “Shrimp on the Barbi”. Cooked jumbo shrimp, sausages, and eggs on a flat piece

of hot steel. After which we all decided on a full contact American football game with Australian Rules.

When it came time for sports, games were being held all over town. Over the past month, our MARDET C.O. and I had coordinated by message traffic, all the friendly sports competitions to be held throughout Australia. In Sydney however, we had about 17,000 visiting sailors and 75 U.S. Marines, I can’t say how many Royal Marines there were from aboard HMS Ark Royal, or from the approximately 17 participating nations that were in town for the Australian Bicentennial.

Then there were the Australia Day festivities. The MARDET was involved in two big events that I remember. The first was greeting the Duke of York, Prince Andrew and his wife Sara Ferguson. We were on top of turret 2 and had instructions on how to “Cheer Ship” while we were up there. The other big event was the parade. The MARDET led the American section, which included sailors from USS *Berkeley* and USS *Ingersoll*. The parade seemed to go on for about 5 or 6 miles, and cheering crowds were lined up 10 deep on either side of the street. It seemed like millions of people were watching, and I was getting my exercise as well. I was dressed in full blues carrying my huge CamCorder (a big shoulder model back then) and filming the MARDET as they marched past doing rifle twirls, as the crowds oohed and ahhed. After they would pass I would run up ahead to film the crowd and the guys as they passed again. At the end of the parade though, it was all well worth it. I forget the name of the park but it was in the middle of Sydney and there was free food and beer waiting for all of us.

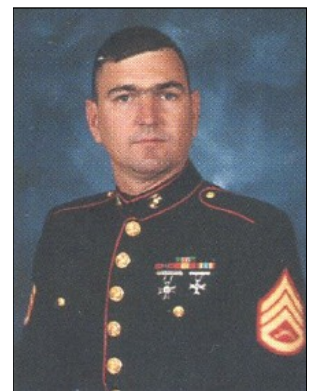
Hobart, Australia

Ah, Tasmania, home of the Tasmanian devil (which I never saw in person while there – another regret – but thoughts of that cartoon loomed in my head, and I kept looking for a mini tornado).

Once again, we were being targeted by protestors, but nowhere near the numbers we had encountered in Sydney Harbor.

Semper Fi.

“Chip” Heald
GySgt, USMC/Ret.
Spring Hope, North Carolina



THE JERSEYMAN

Editor's Note:

Once again, we ask for stories (and photos) from former USS *New Jersey* crewmen. If the second generation families of former USS *New Jersey* crewmen might have a remembered story, or a photo they can share in *The Jerseyman*, they would be most welcome. *The Jerseyman* depends on receiving these stories for their naval history.

Listed below are only a few of the former ships, stations and divisions of Battleship *New Jersey* volunteers that have been recorded in *The Jerseyman* database over the past 9 years. We ask the help of battleship volunteers to provide their own ship/unit stories (and photos) for *The Jerseyman*. All photos will be promptly returned on request. Our sincere thanks to all hands for the contributed stories and photos used in this issue... - TH

USS WISCONSIN (BB-64)	NAS BARBER'S POINT, HAWAII	USS WORCESTER (CL-144)
USS ESSEX (CVS-9)	USS WARRICK (AKA-89)	USS ESTES (AGC-12)
1ST CAV. DIV (FIRST TEAM)	USS TRUXTUN (DLGN 35)	BEACH JUMPER UNIT ONE
USS HISSEM (DER-400)	USS NIMITZ (CVN 68)	F.E. WARREN AFB, WYOMING
USS FULMAR (MSC(O)-47)	USS ROBERT A. OWENS DD-827	VPB-205
US ARMY DENTAL CORPS	USS J.D. BLACKWOOD (DE 219)	USCGC DUANE (WPG-33)
USS MISSOURI (BB-63)	USS SNOWDEN (DE 246)	111TH INF., US ARMY
HMS IRONBOUND R.C. NAVY	BROWN RIVER NAVY-22nd UDT	USS MILIUS (DDG-69)
FAW 14, VPB205 (PBY, PBM)	USS GRANT (AP 29)	USS ACCOKEEK (ATA-181)
USS BUNKER HILL (CV-17)	25th Inf. Div., 35th Inf. Regiment	USS T. ROOSEVELT (CVN-71)
278TH REG. COMBAT TEAM	USS GEN. W.A. MANN (AP-112)	USS SALEM (CA-139)
50TH ARMORED DIV NAT. GD.	USS SALEM (CA 139)	USS ARCADIA (AD-23)
USS RUSHMORE (LSD-14)	USS NEW JERSEY MARDET	US ARMY INF., 5TH DIV. MECH.
VF 174	USS KITTY HAWK (CV-63)	NSA, FT. MEADE, MD.
1ST CAV, 12TH REG'T	USS SIMON LAKE (AS-33)	USS MEREDITH (DD-890)
USS ROBERT L. WILSON DD-847	USS HENLEY (DD-553)	USS CONSTELLATION (CVA-64)
FMF 13TH INF. BN., USMC	USS SOUTH DAKOTA (BB-57)	USS JOHN J. WEEKS (DD-701)
USS BOXER (CV-21)	USS DAVID W. TAYLOR DD-551	2ND PIONEER BN, USMC
USS LOS ANGELES (CA-135)	334TH FIGHTER SQ. - KOREA	210TH COMBAT AVIATION BN.
USS HORNET (CV-8)	USS IOWA (BB-61)	2ND MARINE DIV.
USS FORRESTAL (CV-59)	US NAVAL SECURITY GROUP	22ND ARVN RANGER DIV.
LCI (L) 492	USS VESUVIUS (AE-15)	USS PANAMINT (AGC-13)
USS COLUMBUS (CA-74)	4TH INF. "IVY" DIV, WWII	1ST ARMORED CAVALRY DIV.
S.S. BENJAMIN D. WILSON	USS SANTA FE (CL-60)	VS-22 QUONSET, R.I.
1ST MARINE AIR WING	USS DES MOINES (CA-134)	35TH NAVAL CONST. BN.
USS WILLIAM C. LAWE DD-763	USS CABOT (CVL-28)	USS CHARA (AKA-58)
112TH FIELD ARTILLERY, NJNG	USS DUPONT (DD-941)	USS MISSISSIPPI (BB-41)
USS NORTH CAROLINA (BB-55)	USS SHASTA (AE-6)	USS RUSHMORE (LSD-47)
USS HYMAM (DD-732)	USS KITTY HAWK (CV-63)	HQ, SQ 8 (PBY'S) CASU 6
USS RHODE ISLAND (SSBN-740)	LST 515	USS POCONO (AGC-16)
USS CAROLINE COUNTY	PCS 1386	USS SNYDER (DD-745)
NAS ATSUGI, JAPAN	USS AMERICA (CV-66)	USS HORACE A. BASS APD-124
NAS AGANA, GUAM	USS RANGER (CV-61)	USS CAPERTON (DD-650)
NAS WHIDBEY ISLAND	228TH ARTILLERY, US ARMY	USS ENTERPRISE (CVAN-65)
USS CHELEB (AK-138)	USS PICKAWAY (PA-222)	USS F.D. ROOSEVELT (CVA-42)
US ARMY SECURITY AGENCY	497TH RECON SQ., USAF	USS HAMUL (AD-20)
533RD ROCKET FIELD ART'Y	USS NO. CAROLINA MARDET	USS MOALE (DD-693)

At age 90, Spanish cellist Pablo Casals was asked why he still practiced 3 hours a day.
"I began to notice some improvement..."

THE JERSEYMAN

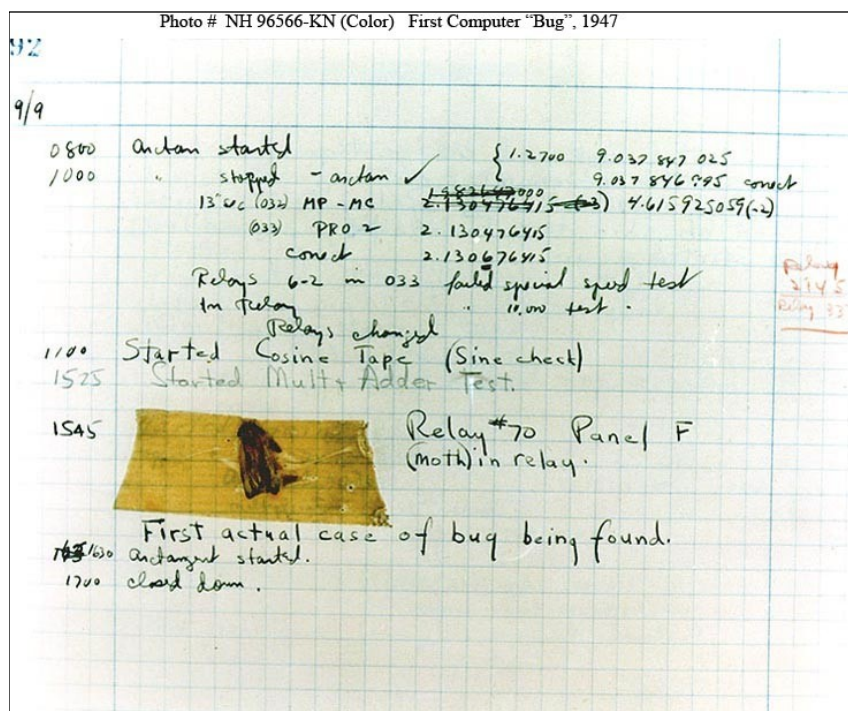
LOOKING BACK... Computer "Bugs"



A "computer bug" was first identified and named by **LT Grace Murray Hopper** while she was on Navy active duty on Sept 9, 1945. It was found in the Mark II Aiken Relay Calculator at Harvard University. The operators affixed the moth to the computer log, [below] where it still resides, with the entry: "First actual case of bug being found." They "debugged" the computer, first introducing the term.

(U.S. Naval Institute)

USNI Photo Heritage Collection link @ [U.S. Naval Institute's on-line photo gallery](#)



Naval History and Heritage Command photo

THE JERSEYMAN

Rear Admiral Grace Murray Hopper, USN 9 December 1906 - 1 January 1992

1928 - Phi Beta Kappa [honor society for undergraduate liberal arts and sciences majors]
 1934 - Sigma Xi [scientific research society]
 1946 - Naval Ordnance Development Award
 1962 - Fellow, IEEE [Institute of Electrical and Electronic Engineers]
 1963 - Fellow, American Association for the Advancement of Science
 1964 - SWE (Society of Women Engineers) Achievement Award, Society of Women Engineers
 1968 - IEEE Philadelphia Section Achievement Award
 1968 - Connelly Memorial Award, Miami Valley Computer Association
 1969 - Computer Sciences "Man of the Year", Data Processing Management Association
 1970 - Upsilon Pi Epsilon [international honor society for the computing sciences], Honorary Member, Texas A&M [University], Alpha Chapter
 1970 - Science Achievement Award, American Mothers Committee
 1970 - Harry Goode Memorial Award, American Federation of Information Processing Societies
 1972 - Honorary Doctor of Engineering, Newark College of Engineering
 1972 - Wilbur Lucius Cross Medal, Yale University
 1973 - Epsilon Delta Pi [honor society for computer information systems], Honorary Member, SUNY [State University of New York] Potsdam Chapter
 1973 - Honorary Doctor of Science, C.W. Post College, Long Island University
 1973 - Elected to membership in the National Academy of Engineering.
 1973 - Legion of Merit
 1973 - Distinguished Fellow of the British Computer Society
 1974 - Honorary Doctor of Laws, University of Pennsylvania
 1976 - Distinguished Member Award, Washington D.C. Chapter, ACM [Association for Computing Machinery]
 1976 - Honorary Doctor of Science, Pratt Institute
 1976 - W. Wallace McDowell Award, IEEE Computer Society
 1980 - three honorary doctorates
 1980 - Meritorious Service Medal
 1981 - three honorary doctorates
 1982 - two honorary doctorates
 1983 - five honorary doctorates
 1983 - Institute of Electrical and Electronic Engineers Computer Pioneer Medal
 1983 - Golden Plate Award, American Academy of Achievement, California
 1983 - American Association of University Women Achievement Award
 1983 - Federally Employed Women Achievement Award
 1983 - Association for Computing Machinery Distinguished Service Award
 1984 - eight honorary doctorates
 1984 - Living Legacy Award, Women's International Center, California
 1984 - Woman of the Year Award, Young Women's Christian Association of the National Capitol Area
 1985 - seven honorary doctorates
 1985 - The Grace Murray Hopper Service Center built at NARDAC [Navy Regional Data Automation Center] San Diego.
 1986 - four honorary doctorates
 1986 - Defense Distinguished Service Medal
 1986 - Meritorious Citation, Navy Relief Society
 1987 - one honorary doctorate
 1988 - The Charles Holmes Pette Medal, University of New Hampshire
 1988 - The Emanuel R. Piore Award, Institute of Electrical and Electronics Engineers
 1990 - National Medal of Technology
 [Source: Dickason, Elizabeth. "Looking Back: Grace Murray Hopper's Younger Years." *Chips* 12, no.2 (April 1992): 6.]

THE JERSEYMAN

SHIP'S BELLS...

USS *Platte* (AO-24) Cimarron Class Fleet Oiler

Displacement 7,470 t.(lt) 25,440 t.(fl)

Length 553'

Beam 75'

Draft 32' 3"

Speed 18.3 kts.

Complement: Officers 24, Enlisted 252

Largest Boom Capacity 10 tons



USS *Platte*'s bell visited by
**John Mullarky, former
Ops Boss - 1969.**

USS *Platte* (AO-24), was first commissioned on 10 December 1939 at Norfolk, VA.,

USS *Platte* received eleven battle stars for World War II service, six battle stars for Korean War service, and eight campaign stars for Vietnam Service. Her ship's bell is on display at the Courthouse in Platte City, Missouri.



USS *New Jersey* (BB-62) being refueled by USS *Platte* (AO-24) Ca. 1968-1969.
Spanning three wars, and 32 years of service, USS *Platte* was scrapped in 1971.

THE JERSEYMAN

LOOKING BACK... USS *New Jersey*

From 26 June of 1968 to 30 December 1968, USS *New Jersey* received fuel, ammunition, and stores a number of different times from the 15 auxiliary ships listed below. Each of these ships were recorded in the Vietnam chronology during 1968. Only a few of these ships can be found today in the Dictionary of American Naval Fighting Ships (DANFS), and none are available as museum ships - it is believed that all of these ships were scrapped.

If you were a crewman aboard USS *New Jersey* during Vietnam, you probably watched or handled lines for an UNREP loading fuel from these ships, or as a VERTREP brought aboard food, miscellaneous stores, ammunition and the postal bags for the ship's next mail-call.

The Jerseyman recognizes these specific ships, and their crews, for service to USS *New Jersey*, and for enabling the successful completion of New Jersey's mission during Vietnam. These auxiliary ships, and other auxiliary ships listed separately in the 1969 chronology, were just as critical for the completion of fighting missions as the museum ships being visited throughout the country today.

It has been recorded that 7 to 8 support personnel are required behind each rifleman on the front line, and many levels of support are also needed for our fighting ships on the gunline. The auxiliary ships that we list below, provided this support for USS *New Jersey* during the last 6 months of 1968 during Vietnam, but if we could record the service of all auxiliary ships, from the start of World War II... it would be a very long list.

USS *Platte* (AO-24) Scrapped in 1971

USS *Aludra* (AF-55) Burned/scuttled 1981

USS *Mount Katmai* (AE-16) Sold for scrapping August 1973

USS *Haleakala* (AE-25) Scrapped 1993

USS *Pollux* (AKS-4) Scrapped in 1969

USS *Vesuvius* (AE-15) Struck from the Navy List in 1973

USS *Mars* (AFS-1) Sunk on 15 July 2006

USS *Zelima* (AF-49) Transferred to Maritime Admin., in 1976

USS *Wrangell* (AE-12) Disposed by Maritime Admin., in 1986

USS *Regulus* (AF-57) Struck from Navy List 1971

USS *Mattaponi* (AO-41) "Service to the fleet into 1969..."

USS *Chemung* (AO-30) Scrapped in May 1971

USS *Cacapon* (AO-52) Scheduled for scrapping 1973

USS *Ranier* (AE-5) Scrapped in 1971

USS *Mount Baker* (AE-4) Scrapped in 1974



4 October 1968 -

Captain Ed Snyder signaling "Thumbs-up" after **USS *Haleakala* (AE-25)** completed rearming USS *New Jersey*.

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

Today, the jobs that were once carried out by US Navy Auxiliary ships, are managed by the Military Sealift Command. "Military Sealift Command currently operates 112 non-combatant, civilian-crewed ships worldwide."

Sources:

1. Military Sealift Command Ship Inventory (<http://www.msc.navy.mil/inventory/>)
2. Dictionary of American Naval Fighting Ships (DANFS). - TH

THE JERSEYMAN

SHIP'S BELLS...

USS Lake Champlain (CV, CVA, CVS-39)

Essex-Class carrier's bells were typically 24" tall, 28" in diameter, and weighed 1100 pounds; the bell for *USS Lake Champlain* is now stored at the Naval History and Heritage Command in Washington, DC. Efforts are underway to establish a permanent memorial with the bell as the centerpiece. *USS Lake Champlain* was an Essex-Class carrier with a Ticonderoga modified 'long hull' extension; "*The Champ*" was converted to CVA-39 in 1952 and finally modified as anti-submarine carrier (CVS-39) on 01 August 1957.

The keel of the Essex Class aircraft carrier *USS Lake Champlain CV-39* was laid down in drydock at the Norfolk Navy Yard, Portsmouth, Virginia on 15 March 1943; the ship was launched by float on 02 November 1944 and sponsored 03 June 1945 by the wife of Senator Warren Austin of Vermont. The first skipper of "*The Champ*" was Captain Logan Carlisle Ramsey who just three and one-half years before had issued the famous war alert, "Air Raid Pearl Harbor. This is No Drill." Prior to the ship being mothballed at Mulberry Island near Norfolk in late 1946, a young communications officer named ENS John Uhler Lemmon III came aboard. Better known as 'Jack' Lemmon, he won a best supporting actor Oscar for his role as laundry officer Frank Thurlowe Pulver in the 1955 movie *Mr. Roberts* starring James Cagney and Henry Fonda.

All Navy ships break records and take giant steps forward. "*The Champ*" broke the speed crossing record from Gibraltar to Norfolk, Virginia in 1945 while bringing 19,259 soldiers home from Europe in four trips of Operation Magic Carpet, and planes from "*The Champ*" dropped the last naval ordnance in Korea prior to the cease fire. On 05 May 1961 the *USS Lake Champlain CVS-39* recovered the first U. S. Man in Space, Astronaut Alan B. Shepard Jr. In August 1965 she was the recovery vessel for Gemini V Astronauts Gordon Cooper and Pete Conrad.

"*The Champ*" was the last axial deck carrier (aka 'straight deck', as were all WWII carriers) to operate fixed wing aircraft in the U. S. Navy, and she won the Chief of Naval Operations Battle Efficiency "E" three times, heralding the claim "The Straightest and the Greatest." She was decommissioned 02 May 1966 under Captain Elbert H. English Jr. and the 24-year-old *USS Lake Champlain* was stricken from the Navy List on 01 December 1969.

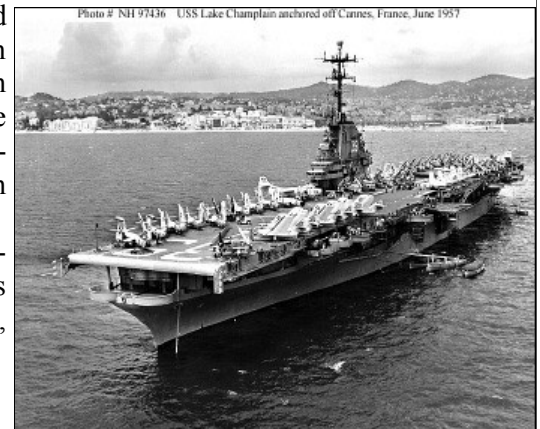
USS Lake Champlain was sold by the Defense Reutilization and Marketing Service (DRMS) for scrapping on 28 April 1972. She remained at Pier 2 in the Philadelphia Naval Shipyard until May 1972 when she was towed to New Jersey. In July of 1972 she was being dismantled for scrap in Kearny, NJ and 600 tons of her armor plates were transferred to the Fermi National Accelerator Laboratory in Batavia, Illinois.

Essex-class carriers actually had two ship's bells, the larger one is shown here, and a smaller bell used at the officer's quarterdeck to announce VIP's or captains/admirals departing/arriving. Smaller utility boats and motor launches were also equipped with bells, but they were not marked with the mother ship's names. It is not known where the smaller quarterdeck bell of "*The Champ*" ended up, but the larger bell is at the Naval History and Heritage Command in Washington, DC; for thirty-five years it was in the Navy Museum in Bremerton, Washington. Why it was there is anyone's guess, because the only time "*The Champ*" served in the Pacific was on a Korean deployment in 1952-1953, and it never made port on the western coast of the United States.

Today the USS Lake Champlain Association, Inc. has a membership of over 800 and holds an annual reunion at various locations around the U. S. Our 2010 annual reunion will be held in San Diego, California on October 28-31, 2010. **GO NAVY!**

Ed Killian, former Air Controlman 3/c
USS Lake Champlain CVS-39, 1959-1962

Moderator - Official USSLCA website
Norris, Tennessee



Naval History and
Heritage Command photo

THE JERSEYMAN

SHIP'S BELLS...

USS *Block Island* (CVE-106)

CLASS - COMMENCEMENT BAY

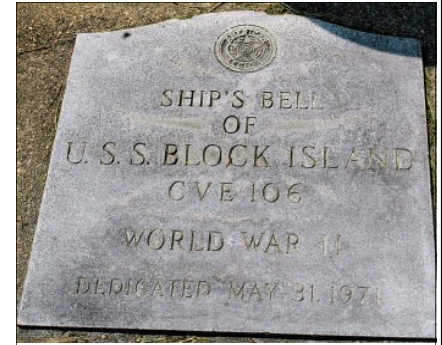
Displacement 11,373 Tons,
 Dimensions, 557' 7" (oa) x 75' x 30' 8" (Max)
 Armament 2 x 5"/38AA 36 x 40mm, 20 x 20mm, 33 Aircraft.
 Machinery, 16,000 SHP; Allis-Chambers, Geared Turbines, 2 screw
 Speed, 19 Knots, Crew 1066.
 Stricken from the Navy list 1 Jul 1959 and scrapped.

Submitted by:

**Bill MacInnes (USS Block Island Ass'n),
 and HTC Ron Reeves, USN/Ret., Philadelphia, Pa.**



**L/r Otis Long, Bill Macinnes,
 Bob Mathis, Dick Johnson,
 Walter Burnette, and
 Bob Wolfe.**



USS *Indianapolis* (CA-35)

On May 27th of this year, and while on business in Indiana, I had the pleasure of meeting with a number of volunteers at the Indiana World War II Memorial. They are also hams and built a replica of the USS *Indianapolis*' radio room.

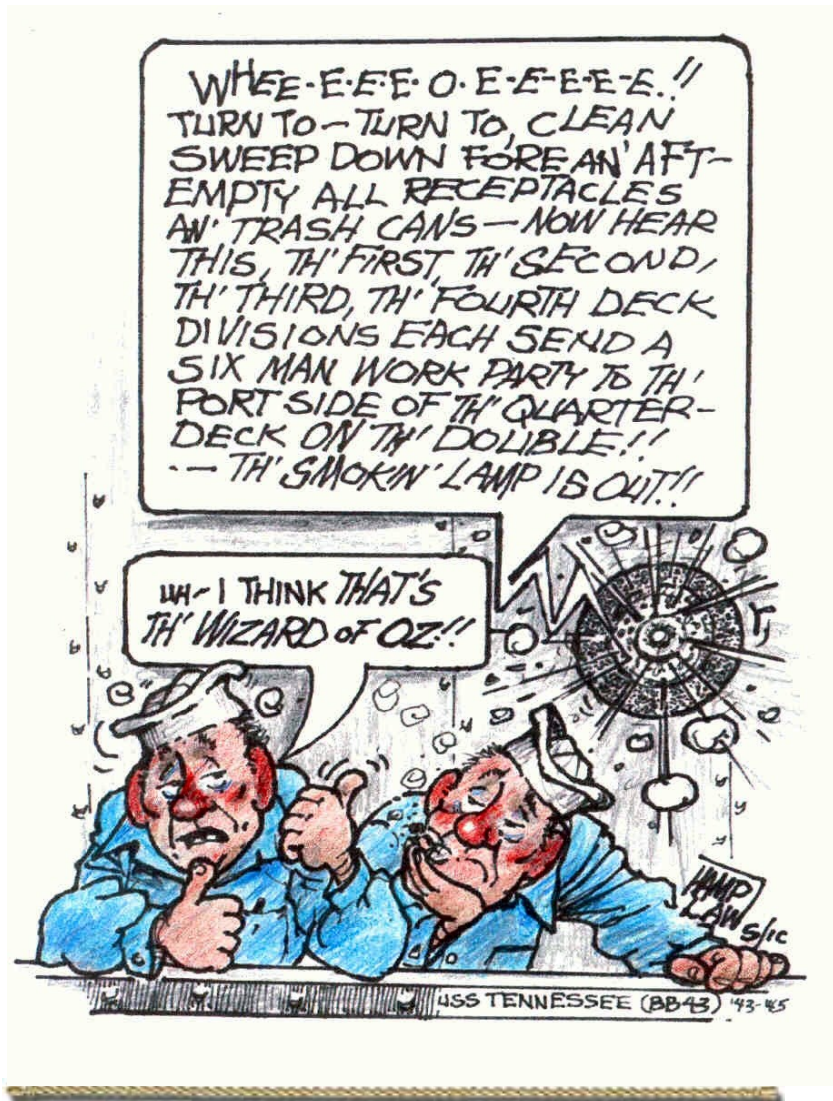
Inside the museum proper there are several areas dedicated to the memory of USS *Indianapolis* and they also have the bell on display from the ship which was removed while some repair work was being performed. The Navy didn't have time to reinstall the bell before the ship got underway to deliver the A-bomb to Tinian Island, so although the ship was lost, her ship's bell remains on permanent display in her memory...



**Harry Bryant - AA2WN
 Battleship New Jersey Amateur Radio Station (BNJARS)
 Wilmington, Delaware**

THE JERSEYMAN

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



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

Disclaimer:

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