



1st Quarter  
2011

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

## ***THE JERSEYMAN***

**9 Years - Nr. 69**



Photo courtesy of  
John A. Altfeltis, SMC, USN/Ret.  
USS *New Jersey*, OS Division 1968-1969  
Edgewater, Colorado

File Number: 225949  
HOLD FOR RELEASE  
UNTIL (9 AM-ZWT)  
JULY 21, 1946

### **THE USS NEW JERSEY MOST JAPS PREFER TO LOOK THE OTHER WAY**

For a year-and-a-half, the USS NEW JERSEY has been having pretty much her own way in the Pacific. One operation after another, beginning with the Marshalls and running straight through the first air strikes on Tokyo, the big battleship has gone about the business of leveling Jap shore installations and protecting carrier forces in the proverbial "one hand tied behind the back" fashion. Attacking Jap planes take one look at the dreadnought's gun-studded decks. That's usually enough. The one-time fast carrier task force flagship is potential enemy destruction, and no one is more aware of it than the Japs.

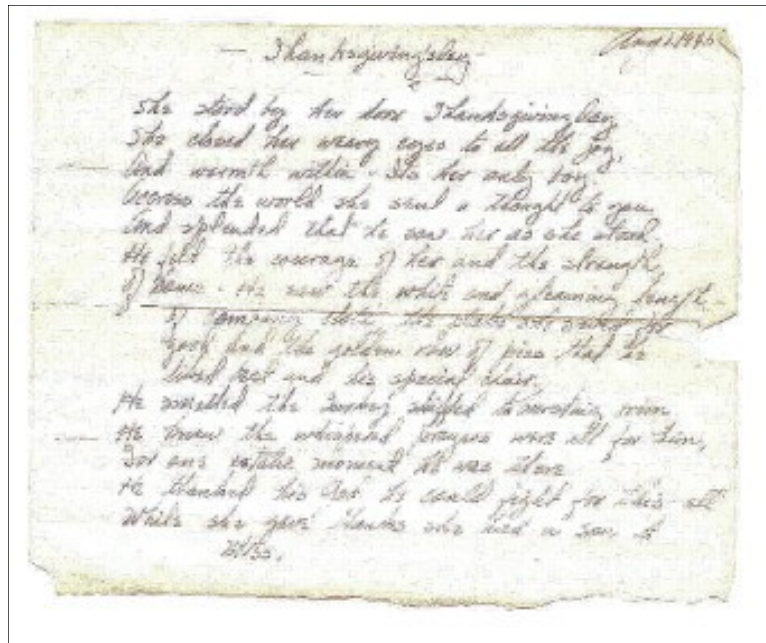
Admiral Raymond Spruance, Fifth Fleet Commander, talks with Captain C.F. Holden, USN, of 11 Parkview Avenue, Bangor, Maine, aboard the USS NEW JERSEY.

## THE JERSEYMAN

### **LOOKING BACK... August 1, 1945 (Ship's Archives)**

During the 1968/1969 Vietnam tour of USS *New Jersey*, crewman Bob Foster found this unsigned poem stuffed inside a crack between a shelf and the wall of his locker in "M" Division. Dated August 1, 1945, he found the poem during a review of his navy souvenirs and donated it to the ship's archives. "I'm not sure if my locker was aboard the New Jersey in 1945, but I thought you might like to see it anyway." (Dated April 21, 2003)

**Robert (Bob) Foster**  
**M Division USS New Jersey**  
**1968/1969 (Plankowner)**



August 1, 1945

### Thanksgiving Day

"She stood by her door Thanksgiving day,  
 She closed her weary eyes to all the joy,  
 And warmth within - it's her only boy.  
 Across the world she sent a thought to you  
 And splendid that he saw her as she stood.  
 He felt the courage of her and the strength of home.  
 He saw the white and gleaming length of company cloth.  
 The plates she saved for good, and the golden row of pies  
 That he liked the best and his special chair.  
 He smelled the turkey stuffed to bursting brim,  
 He knew the whispered prayers were just for him,  
 For one ecstatic moment he was there -  
 He thanked his God he could fight for this -  
 All while she gave thanks she had a son to miss.

(Author Unknown)

## **THE JERSEYMAN**

***LOOKING BACK...*** January 1, 1956 (Ship's Archives)

USS *New Jersey* (BB-62) by E. Sauer - SN/QM 12AM-4AM Watch

The old year has gone, the New Year has come,  
 This leaves us with our cruise almost done.  
 The Big "Jay" is anchored in Barcelona, Spain,  
 With 105 fathoms to the port anchor chain.  
 For four long months we have sailed this sea,  
 Doing our duty to our country.  
 In eighteen fathoms of water we stand,  
 With our port anchor in mud and sand.  
 As we're anchored flying the red, white, and blue,  
 The following bearings hold us so true:  
 The Signal Tower bears off to our right,  
 At 312.1 and is burning all night.  
 Then comes the South Breakwater at 297,  
 It's flashing green light looks like a star in heaven.  
 Llobregat Light flashes at 229,  
 And is easy to see almost any "ole" time.  
 The Conspicuous Tower we must not forget,  
 Because at 002.5 it is never lit.  
 Generators one and two do hum.  
 Giving us power from sun to sun.  
 One boiler is lighted as it should be,  
 And it's number one for an emergency.  
 S.O.P.A. is one we all should know,  
 It's Captain E.J. O'Donnell, a very good "Joe".  
 Captain E.J. O'Donnell has something new,  
 Acting Commander Battleship Division Two.  
 The ships that are present are very few,  
 The Tanker AUCILLA, and MARIAS too.  
 The AO-56, AUCILLA by name,  
 And the MARIAS, AO-57, looks like the same.  
 A material condition is always set,  
 And "YOKE" is reported, below the second deck.  
 The men are on the beach, drinking their beer,  
 Wishing us all a "HAPPY NEW YEAR"!!!

According to Bob Walters, retired Archives and Collections Manager for the Battleship New Jersey, thousands of recorded archives, including these two poems, were all dutifully logged by ship's volunteers working behind the scenes. Starting in 2001, the volunteers working in curatorial archives began their first work, and it continues to this day. With thanks, Bob Walters has provided a list (from memory) of these curatorial volunteers. From helping with exhibit setups to data input, and from storage documentation to the tedious conversion of thousands of 35mm slides into digital format, the recognition of enormous work accomplished by these volunteers is long overdue.

I want to recognize, with special thanks, these volunteers... Nancy Lobel, John DiBlasio, Bernardette Menna, Tom Helvig, Lon Somora, Bruce Haegley, William Stroup, William Vets, Barbara Schneider, Dolores Silvestri, Michael Finnegan, Tony Dawson, Betty Young, Chris Newcombe, Joe Cassario, Brandon Ball (Rowan), Andy Roppoli, Todd McConnell, Arlene Baker, Ed Kolbe, Mark Foley, Nancy Taylor, Joe Groppenbacher, Ryan Ingram, Ephraim Rotter, and Charles Barrett... A well deserved *Bravo Zulu* to all! -- Bob Walters.

## THE JERSEYMAN

### **LOOKING BACK...** 30 September 1968

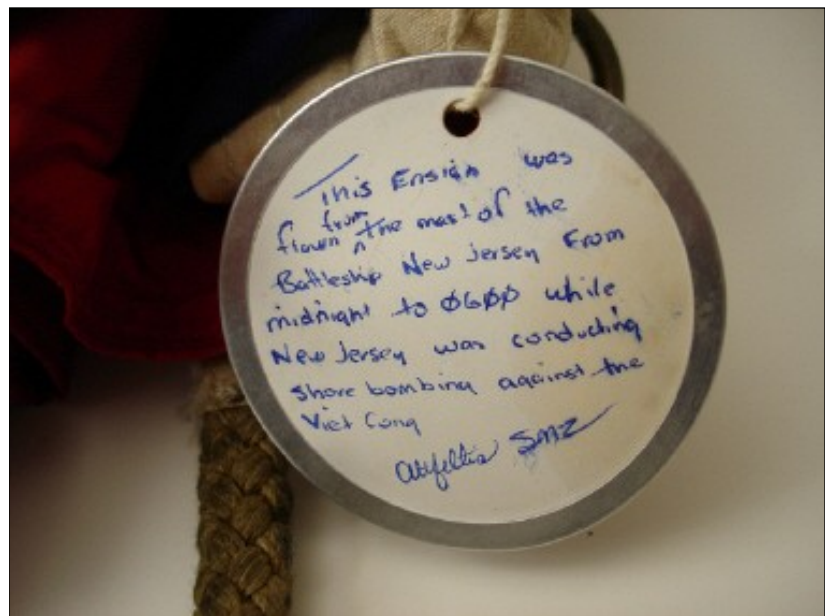
The other day I was searching for USS *New Jersey* on eBay, when I discovered an American Flag (Ensign) that had flown aboard USS *New Jersey* during the Vietnam War. As I scrolled down and viewed the pictures of this flag, I was shocked to find that this flag had a small white tag attached to it and my signature was on that tag! A flood of memories began to return as I viewed the auction pictures of the flag, the white tag and a somewhat hard-to-read letter written by our beloved Skipper, Captain Ed Snyder.

During the "early" morning hours of 30 September 1968, my Signals section was on watch and I was the watch supervisor. Captain Snyder came on to the Signal Bridge and asked me to bring to him the American Flag (Ensign) we were currently flying, when we hauled it down later that morning ... The Big J was entering her third war and we were about to fire our **first** Naval Gun Fire Support mission (NGFS) against North Vietnamese forces ... As ordered, the American flag was hauled down at 8:00 AM and I signed off as watch supervisor, authenticating on that little white tag that this was the actual Battle Ensign flown during those **first** early morning missions. I took the flag to Captain Snyder as he had requested, and unknown to me at that time, he had written a letter to a QMCS David C. Graham, to accompany this historic Battle Ensign from the BIG J.

SMCS Graham was the founder of the American Battleship Association ... The A. B. A. was founded in 1963 and was an organization of former Battlewagon sailors ... The American Battleship Association was also very helpful in lobbying Congress to re-commission a Battleship for duty off of the coast of Vietnam, and to help our men and women in-country, with Naval Gun Fire Support ... Captain Snyder wanted to extend to the A.B.A., his appreciation for their dedicated involvement in bringing the USS *New Jersey* back to life, by giving Senior Chief Graham and the members of the A. B. A., this newly RARE Battle Ensign.

I feel blessed that I was able to win the eBay auction and keep this historic Battle Ensign within the Big J's Family ... I have also been talking with the curator aboard the USS *New Jersey* about loaning it to the ship's archives for an upcoming Vietnam exhibit.

**John A. Altfeltis, SMC/USN-Retired**  
**USS *New Jersey*, BB-62 - OS Division 1968-1969**  
**Edgewater, Colorado**



## THE JERSEYMAN

### *A Dreadnought in Vietnam -* **Creating a new exhibit honoring the role of USS *New Jersey* in the Vietnam War...**

For over a year now, we have been waiting for the necessary funds to build a new exhibit onboard the ship. The proposed exhibit will focus on the historic role of the *New Jersey* as the only battleship in commission in the world during the Vietnam War. The third career of the *New Jersey* began on April 6, 1968 when she was re-commissioned at the Philadelphia Naval Shipyard with Captain J. Edward Snyder, Jr in command. Sailing from Philadelphia to California, on to Hawaii, and finally arriving off of Vietnam where on September 30 she fired her first shots in battle since the Korean War. Firing both her 16" and 5" guns, she targeted Communist positions in and near the Demilitarized Zone (DMZ) for six months.

The *New Jersey* returned to Long Beach, CA in May 1969, her first visit back home in eight months. During her time stateside, the crew readied the ship for its second tour of duty in Vietnam. Instead of steaming back to provide "Firepower for Freedom", the Secretary of Defense decided on August 22, 1969 to decommission the proud battleship due to political and economic reasons. Five days later Captain Snyder was relieved by Captain Robert C Peniston. During the decommissioning ceremony of USS *New Jersey* on December 17, 1969 Captain Peniston first spoke his now famous words, which are repeated on the front page of each issue of *The Jerseyman*: **"Rest well, yet sleep lightly; and hear the call, if again sounded, to provide fire power for freedom..."**

The combat record of the *New Jersey* during her Vietnam deployment is impressive. During her six months on the gun line she fired almost 6,000 16" projectiles, more than what the battleship fired in WWII and Korea combined! In addition, she fired 14,891 5" shells. The devastation wrought by these bombardments included the destruction of 655 bunkers, 62 weapon sites, 75 caves and tunnels, and 495 other structures. Not to mention the interdiction of fire against enemy troops, with many historians agreeing that the battleship saved one hundred American lives a day while she was on the gun line.

The new temporary exhibit will highlight the missions, and the service of the crew of *New Jersey* during Vietnam. A large portion of the artifacts and objects that will be on display in the exhibit are from the Capt. J. Edward Snyder collection, on loan from crewman Kenneth Kersch. Ken served aboard BB-62 in the Machine Shop, and the collection currently in his possession will help educate our visitors as to the major impact the *New Jersey* had in the conflict.

Donated artifacts pertaining to the ship's Vietnam service, and received by the ship over the years will also be on exhibit. One of these includes the actual primer used to fire the first 16" gun to bombard Vietnam on September 30. It is imperative that the story of the *New Jersey*'s participation in the fighting in Vietnam be told. So many people today, especially our younger generations, have little appreciation for the Navy's role, or specifically that of USS *New Jersey*, during Vietnam.

As the only operational battleship in the world at the time, what better place than the Battleship *New Jersey* Museum & Memorial to share with the general public the amazing tale of the Naval Gun Fire Support provided by the Navy to American ground forces in Vietnam. We need to raise \$5,000 to install this new exhibit. If you can please help us to make this dream a reality, please send your financial donations to: Jason Hall, Vice President of Curatorial Affairs & Education, Battleship *New Jersey* Museum & Memorial, 62 Battleship place, Camden, NJ 08103.

**Please make your check out to "BATTLESHIP NEW JERSEY MUSEUM" and write on the notation portion of the check "Vietnam Exhibit". Please send an accompanying note with your check directing that your donated funds are restricted and to be used *exclusively* for the new Vietnam Exhibit. We thank you for your help!**

**Jason Hall**

**Vice President of Curatorial Affairs & Education for the Battleship *New Jersey* Museum & Memorial**



29 stars visit Captain Snyder aboard  
USS *New Jersey* — 10 September 1968

## **THE JERSEYMAN**

### **LOOKING BACK... Vietnam—USS New Jersey**

Excerpt from the Naval Historical Center document:

*(Operational Experience of Fast Battleships; World War II, Korea, Vietnam - Pgs 196-197)*

“NEW JERSEY remained on station until 0600 1 April (1969) , finishing the deployment where she had begun it more than six months earlier. The last observed mission was fired on the evening of 30 March against an enemy bunker complex three-and-one-half miles northeast of Con Thien. The aerial observer reported seven bunkers destroyed. An additional 50 rounds of main battery and 815 rounds of secondary battery were fired unobserved that night.

This brought the total ordnance expended to nearly 12,000,000 pounds in 120 days on the gunline; total rounds expended were 5,866 16-Inch, and 14,891 five inch. Main battery rounds expended during NEW JERSEY’s deployment to Vietnam were only 1,500 short of the total she fired in World War II, two cruises to Korea, and several midshipmen cruises.”

#### **GUN DAMAGE ASSESSMENT, 1968—1969**

##### **MAIN BATTERY**

Structures destroyed—439  
Structures damaged—259  
Bunkers destroyed—596  
Bunkers damaged—250  
Artillery sites neutralized—19  
Automatic weapons, AA, and mortar sites silenced—35  
Secondary explosions—130  
Roads interdicted—26  
Meters of trench line rendered unusable—1,925  
Cave and tunnel complexes destroyed—75  
Enemy killed in action (confirmed) - 136  
Enemy killed in action (probable) - 17  
Troop movements stopped—12

##### **SECONDARY BATTERY**

Structures destroyed—56  
Structures damaged—92  
Bunkers destroyed—59  
Bunkers damaged—73  
Artillery sites neutralized—2  
Mortar sites silenced—6  
Waterborne Logistic Craft (WBLC) destroyed (Sea Dragon) - 9  
Secondary explosions—46  
Enemy killed in action (confirmed) - 10  
Enemy killed in action (probable) 7  
Troop movements stopped—7

**Editor’s note:** Although the above information was taken from a Naval Historical Center document, the statistic indicating “120 days on the gunline,” may not be accurate. Daily combat zone press releases sent to MACV Saigon, and prepared by the PAO LTJG Scott Cheyne, indicated *USS New Jersey* spent at least 132 days on the gunline during her Vietnam deployment. - TH

## THE JERSEYMAN

### **LOOKING BACK... Bayonne, N.J. 1948**

Reading the story in the last Jerseyman that showed three Iowa-Class battleships tied up side by side in the mist, reminded me of almost the same memory, but 20 years earlier...

In 1948, I first reported aboard USS *Salvager* (ARSD-3) at Bayonne NSC. As I rode the bus down carrying everything I owned, all I could see was the huge superstructure of the New Jersey. When all of us that were bound for the Salvager unloaded, our ship was nowhere to be seen. The tide was out and ALL that we could see was the huge outline of USS *New Jersey*. We began to hope that maybe *this* would be our ship.

There were many other famous ships moored there. USS *Franklin* with all of her World War II combat repair patches still in plain view on her sides. USS *North Carolina*, USS *South Dakota*, USS *Guam* and USS *Alaska*, plus several others tied up at the piers... In the drydock was USS *Little Rock*, USS *Croatan*, and I believe USS *Tarawa* was also there.

At any rate, we all marveled at these famous large ships in comparison to the one we were bound for... It was an experience I will never forget as we looked out into the bay, at the many cruisers, destroyers and others all headed for the shipyard in Philadelphia, and could not see the tugs towing and pushing all of them. We watched wide-eyed. It was still so close to the end of World War II that we talked about how this group of ships might have looked as an invasion force. And with Bayonne now our home port, we got to see this array of ships constantly changing. I took a lot of photos of these ships during our stay, but as it is with almost everything lately, these photos are no longer to be found. I can remember thinking during that winter, of how magnificent this group of ships appeared all covered with snow and with guns raised. Most had skeleton crews manning the gangways, and although we could have gone aboard, we honestly never tried. A BIG mistake that I will always remember, and regret!

Bayonne was our homeport until the middle of 1950 when the skipper arranged to have her homeport changed to Norfolk. I believe he was from North Carolina and wanted to be closer to home and also to ComServLant, our Operational Commander. I'm not positive, but I believe USS *New Jersey* was still tied up at her pier in Bayonne when we set sail for Norfolk in 1950.

This move to Norfolk put us in just the right place, and at the right time, for hurry up orders to refloat USS *Missouri*, aground in the mud at Thimble Shoals, Virginia on 21, January 1950. She was in shoal waters 3 ship lengths from the main channel when she grounded hard and fast, and lifted 7 feet above the waterline.

I know this grounding happened more than 60 years ago, and we don't want to raise the embarrassing memory again at this late date, but do you know what we called USS *Missouri* during this unfortunate event? We called her USS *Mudbank*...

Believe me though, from 21 January to 1 February 1950, when we finally got her refloat, the media and the US Air Force were nowhere near as kind in talking about the "Big Mo" as we were.

**Don Bishop, LCDR, USN/Ret.  
Laurel, Mississippi**

Naval History and Heritage Command photo  
USS *Salvager* (ARSD-3)



Naval History and Heritage Command Photo



Photo # K-14925. USS *Missouri* aground, January 1950.

## THE JERSEYMAN

**LOOKING BACK...** USS *Savage* (DER-386)  
by Captain Robert C Peniston, USN/Retired



As I look back at my naval career and four sea commands, there are two never to be forgotten storms that come immediately to mind. The first was in USS *Savage* (DER-386) while on Barrier patrol in the North Pacific. We were on a 24 day rotation, and I recall that our October 1959 patrol was made in fairly decent weather, but the one following in December was to be a *very* different story.

On 11 December SAVAGE was on northern station and LANSING (DER-388) on the southern station. At about 1200 I received a call from **Captain Ozzie Ostlund** via the SSB circuit asking me if I thought a DER could be turned 180 degrees in 60-70 knots of wind and with the attendant high seas. My reply was that it would be difficult but that it had been done. Why the question? LANSING had been heading into the high seas when her forward 3"/50 gun tub was torn from the main deck and the Chiefs' quarters were flooding. Something had to be done, and quickly.

To give some ship's background, SAVAGE and LANSING were sister Edsall-class DE's, 300 feet in length with a beam of 36' 10" and a draft limit just over 20'. Eight officers and 200 men were a normal complement. Propulsion was with 4 Fairbanks-Morse geared diesel engines, 4 diesel-generators, at 6000 shp, and with two screws.

I told Ozzie that he would have to get some headway on and then go ahead flank on one engine and astern full on the other throwing the rudder in the direction of the backing engine. He agreed to try. I then told him to call me back as soon as he had reversed course. If I did not hear from him within 30 minutes I would advise BARPAC and request that a Search and Rescue (SAR) mission be initiated.

Much to the relief of all concerned he called saying that he had brought the ship around, that they were heading down wind, all was well, and they were heading for Pearl. Just one week later, I found SAVAGE in the same situation.

A complex low had formed in the vicinity of the southern station and the weather was deteriorating as I watched the weather front on radar. As soon as the cold front passed, there was a noticeable change in conditions. The wind veered from the southwest to northwest, sea spray engulfed the ship, the seas became confused, the anemometer spun around, heavy rain hit, and worst of all the wind increased in strength. That was enough for me. Our departure time off station was only four hours away so I turned to a southeasterly heading at 15 knots and ran before the storm.

The relative wind speed was clocked between 60-65 knots which meant that the true speed was around 75-80 knots good. It was not an encouraging sight to look astern because it seemed that the gigantic waves would break over the stern. But we managed to keep ahead. I stopped looking aft and told the crew to do the same over the 1MC. I called for our best helmsmen to take the wheel and they did a marvelous job. All was going well until about 2000 when **Don Kazmir** came to me saying they had to switch generators because the after one needed immediate adjustment. Ordinarily, this is no big deal but when shifting generators there is the chance of losing the electrical load. Under these weather conditions the ship could capsize if it got in the trough and was there for any length of time without power.

Don assembled his top team with **Chief Ski** heading the after group which was the most critical. Once again, I got on the 1MC to advise the crew of what was going on, and ended my announcement with an order for Chief Ski to go ahead with it. Within five minutes, and no more, the switch had been made and we continued planing toward Pearl. The weather abated the next day so we continued home with little duress. I think this was the worst storm I had ever witnessed at the time. If not, it was bad enough.

We would all do well to remember that the weather is king and we best hold it as such.

**Captain Robert C Peniston, USN/Retired**  
**Lexington, Virginia**



## THE JERSEYMAN

**LOOKING BACK...** USS *Albany* (CG-10)  
**“Fair Winds and Following Seas”**  
 by Captain Robert C Peniston, USN/Retired

one of the best liberty ports in the Med. The route took us through the Strait of Bonafacio. We cleared the strait late in the evening and it was then



And then there was another time in USS *Albany* (CG-10). Surprisingly, the very worst weather incident I experienced, was aboard USS ALBANY in the Med during July of 1970.

After 18 months as captain in ALBANY, I believe I am qualified to comment on a common phrase used by sailors in closing out a message. Namely, **“Wishing you fair winds and following seas.”** Well, this may apply for most ships but I can say that it absolutely does **not apply** for the ALBANY. An Oregon City-Class Guided Missile cruiser, it just "ain't" so! With even a moderate sea from astern, the ship rides terribly, and likes to dig in her bow most of the time.

I once told Admiral Bill Crowe when he made that same “Fair Winds” remark at the end of a speech. I mentioning that his remark was one that would be ill placed for the ALBANY (CG-10). I do not know if he believed me or not but many others have since heard it from me.

In this particular weather instance, we left Naples on July 15, 1970 enroute to Barcelona,

that the fun began.

The winds got up to about 80 knots at times. They calmed down a bit as we got clear of Corsica and Sardinia when we started to feel the effects of the Mistral that was starting to blow. Bad news!

What ensued was the worst weather I experienced during my entire time in command of CG-10. I had to slow the ship to 11 knots and even then she was taking a pounding as the bottom seemed to drop out and the ship slammed into the void. I never got used to this punishment that the sea could inflict almost at will, or so it seemed.

There was heavy spray as high as the bridge level, about 150 feet, and green water about half-way up. One huge wave almost tore the starboard whaleboat from the davits, but a quick thinking boatswain’s mate saved it from damage. As we sailed further west and got under the lee of the Pyrenees, the winds abated and the rest of the voyage was made in decent weather conditions.

**Captain Robert C Peniston, USN/Retired**  
**Lexington, Virginia**

## THE JERSEYMAN

### “LOOKING BACK AT MY SHIPS, AND SHIP’S BELLS...”



Following the scrapping of USS *Mobile* on 16 December 1959, her ship's bell was donated to her namesake, USS *Mobile Bay* (CG-53). It is mounted on the forward bulkhead below the Pilot House, as shown in the photo. I am the little old man standing in the middle under the bell that I had scraped and painted at least a dozen times.

#### **LOOKING BACK...** World War II

by QMC Edward J. Buckalew, USN/Retired

I had the honor of sailing with, and in, the USS *New Jersey*. First as a cruiser sailor on USS *Mobile* (CL-63), and in company with *New Jersey* during World War II in the South Pacific. Later, I stood gangway security watches when she was in mothballs at the Philadelphia Navy Yard. Then again, I was assigned TAD for her trip from Norfolk down through the Panama Canal enroute to Vietnam. I really wanted to stay aboard but the navy had other plans. So upon our transit of the canal, I was ordered to return to Norfolk as the first QMC assigned to the Pre-Comm unit of USS *John F. Kennedy* (CVA-67).

But going back to my first ship, USS *Mobile* (CL-63), we were sent to the Pacific during World War II and were quite active beginning with the first raids on Guam and Wake Island. From there, she continued on as a part of various Task Forces throughout the Pacific war, and participated in 32 engagements, of which 13 were major engagements against enemy forces. She was credited with 15 enemy aircraft, 6 naval ships of various types, and was the only cruiser known to have sunk an enemy submarine.



Then there was duty aboard USS *Saipan*. The above photo of USS *Saipan* (CVL-48), shows her ship's bell mounted on the aft end of the island. (See **Black arrow...**)

## THE JERSEYMAN

### “SHIP’S BELLS...”

Saipan was built at the New York Shipbuilding and Drydock Company in Camden, New Jersey, and she was commissioned in 1946. I was the first QM assigned to her on my birthday, February 14th, and she was my second ship as a plankowner. Following shakedown, Saipan was assigned CarQual duty out of Pensacola, Florida.

In February, during 1947, at the Mardi Gras in New Orleans, a contingent of her crew led the parade down canal street. I was honored to carry the colors, and one of my strikers carried the Navy flag as we led the way to the French Quarters. A most exciting and privileged event that I shall always remember. Later, upon Saipan’s departure, our Captain decided to conduct a first ever launching of a plane while in the Mississippi River... the only such event in naval history!

In 1949 and 50, I was stationed at the Naval Reserve Center in Camden, New Jersey, as an instructor, and which I enjoyed very much. At that time, it was located directly across from the Campbell Soup Company, which we appreciated because one of the employees was a reservist at our station and he was instrumental in supplying us with all kinds of canned soups!

From there, I went on to serve in several other ships, of which my last one was USS John F. Kennedy (CVA-67). I made her maiden voyage to the Med in 1969, and returned to be piped over the side on 1 May 1970, having completed 28 1/2 years of naval service. My only wish was that I could have stayed on the New Jersey rather than the Kennedy. I have always had a great love for the battle fleet, and I still say that battleships could do the same job as carrier aircraft if they were rigged with missile launching equipment. It sure would save a lot of money expended on planes and pilots, not to mention all other overhead cost of training ground crews and their equipment. But, I guess as long as we have “Airdales” running the Navy now, it’s about all we can expect.

If I come across anymore ship’s bells, I’ll surely send them along to *The Jerseyman*.

**Edward J. Buckalew, QMC, USN/Retired**  
Chesapeake, Virginia

#### Editor’s Note:

In the past several months *The Jerseyman* has received a number of new ship’s bell photos from readers... - Ed Killian, Mike Brown, Pete Padavana, John Bloomer, HMCM Mike Webb, Captain Chris Zirps, USN/Ret., Jeannette B. Quinn, Volunteer Rich Zimmermann, and QMC Ed Buckalew, USN/Ret., are but a few. Because of limited space, all other new bell photos and ship’s data will be publishing in our future issues.

USS *Denver* (CL-58), USS *Spokane* (CLAA-120), USS *Dixie* (Auxiliary Cruiser 1903), USS *Montpelier* (CL-57), USS *Rasher* (SS-269), USS *Ticonderoga* (CV, CVA, CVS-14), USS *Albemarle* (AV-5), USS *Mars* (AFS-1), USS *Pensacola* (CA-24), USS *Ashland* (LSD-1), USS *Bataan* (CVI-29), USS *Bunker Hill* (CV-17), USS *Chancellorsville* (CG-62), USS *Chilula* (ATF-153), USS *Cony* (DD-508), USS *Drum* (SS-228), USS *Essex* (CV/CVA/CSV-9/LHD-2), USS *Fogg* (DE-57), USS *Francis Scott Key* (SSBN-657), USS *Freedom* (LCS-1), USS *Galveston* (CL-19), USS *Genetry* (DE-349), USS *Grenadier* (SS-525), USS *Hasayampa* (AO-145), USS *Lamson* (DD-367), USS *Lawrence* (DD-250), USS *Lexington* (CV-16), USS *Mullinix* (DD-944), USS *New Hampshire* (BB-25), USS *Oklahoma* (BB-37), USS *Ranger* (CV-4), USS *Mobile* (CL-63) (ship’s bell donated to name-sake USS *Mobile Bay* (CG-53),) and USS *Saipan* (CVL-48).

We ask readers to please keep the bell photos coming. In most cases, these bells represent all that remains of ships that were once home to thousands of navy veterans, including hundreds of present and former volunteers that helped restore Battleship New Jersey Museum and Memorial.

*The Jerseyman* is honored to display these bell photos in each issue, and to provide details about proud US Navy ships that are now long gone. We need your assistance and appreciate your help! - TH

## THE JERSEYMAN

### SHIP'S BELLS...

#### USS *Montpelier* (CL-57)

CLASS - CLEVELAND

Displacement 10,000 Tons

Length 610' 1" (oa), Beam 66' 4", Draft 25' (Max)

Speed, 32.5 Knots, Crew 1255.

#### Operational and Building Data

Keel laid on 02 DEC 1940 by the New York Shipbuilding Corp., Camden NJ.

Launched 12 FEB 1942, Commissioned 09 SEP 1942

Decommissioned 24 JAN 1947, Stricken 1 MAR 1959

Sold for scrap 22 JAN 1960 to Boston Metals.

“The bell is housed in City Hall, in her name-sake City, Montpelier, Vermont”.

Submitted by:

**Jeannette B. Quinn**

**Montpelier, Vermont**



#### LOOKING BACK... *The Jerseyman* (August 2003 issue - Page 8)

##### USS TOPEKA (CLG-8)

This past month, *The Jerseyman* received a ship's bell photo for the USS TOPEKA (CLG-8), along with this note:

“A few years back, we appointed John Deford (SA 64-67) of Bloomfield, CO., as “Keeper of the Bell.” Don is an over-the-road truck driver who frequently passes through Topeka. Each time he passes through, he finds time to stop and polish the bell.”

Jack Connery (64-66), Editor,  
USS Topeka Reunion Ass'n Newsletter



#### **THE JERSEYMAN - 2010**

*The Jerseyman* issues for 2010 are available on CD from the Naval History and Heritage Command, Operational Archives.

CD's may be ordered by sending a \$10 check to cover reproduction and shipping, and made out to: “Department of the Navy.”

Other annual CD's of *The Jerseyman* are also available from 2002 through 2009. A separate \$10 check is required for each year.

Send CD requests to:

Curtis Utz

Head, Operational Archives Branch  
Naval History and Heritage Command

805 Kidder Breese Street, S.E.

Washington Navy Yard, DC

20374-5060

## THE JERSEYMAN

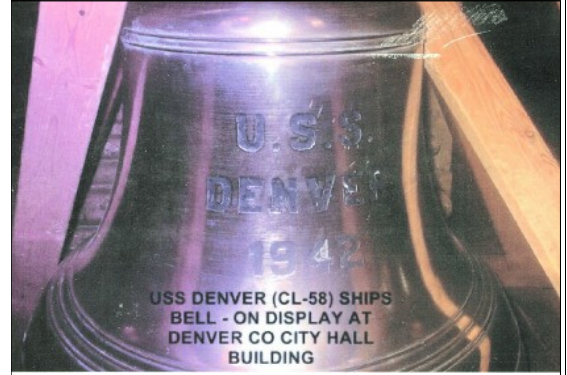
### SHIP'S BELLS...

#### USS *Denver* (CL-58)

"I was aboard USS Denver (CL-58), an 11 battle star Cleveland-Class Cruiser, for 26 months during WWII as a Motor Machinists Mate 3/c in "A" Division. I attended Diesel school at University of Illinois in Champaign, Ill, and joined DENVER in Pearl Harbor. Five of my shipmates are interred in a common grave at Jefferson Barracks National Cemetery in St. Louis County. Victims of a Japanese aerial torpedo that killed 20 men on 13 November 1943 in the Solomon Islands."

Submitted by:

**John Bloomer, Treasurer and Past President  
USS Denver Association, Inc.  
Godfrey, Illinois**



#### USS *Spokane* (CLAA-120)

USS *Spokane*, a 6,000-ton *Juneau* class light cruiser built at Kearny, New Jersey, was commissioned in May 1946.

Length 541'6"

Beam 53'2"

Mean Draft 16'4"

Speed 33 Knots

Maximum Armor Thickness 3.75"

Stricken from the Naval Vessel Register in April 1972. *Spokane* was sold for scrapping in May 1973.

"The bell is located at the Navy Operational Support Center, Building One, in Spokane, Washington."

Submitted by:

**Mike Webb, HMCM, USN/Retired  
Spokane, Washington**



#### USS *Dixie* 1903

Built originally as a steam brig, she converted to an auxiliary cruiser in 1898.

Launched in 1893 and commissioned 19 April 1898, she  
Decommissioned 21 July 1902 & Recommissioned October 1903.

Displacement of 6,114 Tons

Length: 405.9' - Beam: 48.3' - Draft: 20' - Complement 224

Classified AD-1 on 17 July 1920, she arrived at Philadelphia 16 July to tend the destroyers in reserve at Philadelphia Navy Yard. *Dixie* was decommissioned 30 June 1922 and sold 25 September of the same year.

"The bell is located in the Langsdale Library at the University of Baltimore."

Submitted by:

**Chris Zirps, Captain, USN/Retired  
Alexandria, Virginia**



## THE JERSEYMAN

Taps...



*Raymond A. Kuehner, Sr.*  
*Egg Harbor City, New Jersey*  
*on October 12, 2010*

Ray Kuehner was a lifetime resident of Egg Harbor City, NJ. After graduation from high school, Ray enlisted in the U.S. Navy on January 4, 1951. After boot camp he attended Radioman Class "A" School at the Naval Station, Norfolk, Virginia.

Ray served briefly aboard USS *Palau* (CVE-122), and USS *Bennington* (CV/CVA/CVS-20). His longest serving duty station was aboard USS *Duxbury Bay* (AVP-38). During his 3 ½ years of naval service, Ray was awarded the National Defense Service medal, Navy Occupation Service medal, Korean Service medal and the United Nations Service medal.

Ray was honorably discharged from the navy on November 12, 1954. That same year, he went to work for the New Jersey State Police as a civilian communications operator, assigned to the Communications Unit, New Jersey State Police, Troop "A" Headquarters in Hammonton, New Jersey. Ray remained at this duty station for his entire career with the NJ State Police.

Ray retired in 1971 as the Troop "A" Communications Unit Chief after 27 years of service. During his tenure he was the personification of the NJ State Police motto - "Duty - Honor - Fidelity".

Ray first reported for volunteer duty aboard battleship New Jersey in January of 2001, and quickly known as a loyal, hard working member of our "Tuesday Crew". Among Ray's many contributions to the ship's restoration effort, was his work with the "Rifle Buckler Team" that replaced the 9 bucklers on all 16" guns.



Throughout his life Ray was very active in the Egg harbor City community. He served for 9 years on the Egg Harbor City council, he was a lifelong communicant at St. Nicholas Church, and he also served as President of the P.T.A. at St. Nicholas' school, and he was a 4th Degree Knights of Columbus Council 3500 member. He was also a member of the local VFW, and American Legion, plus serving as a volunteer for the Egg Harbor City Fire Department.

Ray is survived by Connie, his wife of 55 years, son Raymond Jr., and daughters Carol and Debbie and their spouses, his brothers Joseph and Albert, and a host of grandchildren, nieces, nephews, relatives and friends.

Ray, you have gone home to be with your Lord.  
 May you Rest in Peace Shipmate!

**s/Colonel (Retired), Carl A. Williams, #1872**  
**11th Colonel/Superintendent New Jersey State Police**  
**(March 18, 1994 - April 30, 1999)**  
**Restoration Volunteer, Battleship New Jersey**

Taps...



*Robert U. Cassel*

*Sewell, New Jersey*

*on September 1, 2010*

**Robert U. Cassel, 95, WWII vet and naturalist**

by Edward Colimore and George Carter

Inquirer Staff Writers

To friends and family, he was “the grand old man,” “the stuff of legend,” a World War II veteran who believed in hard work and service to family, country, and the environment.

Robert U. Cassel, 95, a decorated infantry captain in Gen. George S. Patton’s Third Army and a devoted birder and naturalist, died Wednesday, Sept. 11, at his temporary home in Little River, S.C. He was a longtime resident of Mantua Township.

Born in Philadelphia, Mr. Cassel was raised in Paulsboro and Woodbury and graduated from Woodbury High School in 1932. He graduated from Lebanon Valley College, where he studied biology, and soon began working as a chemist at a Mobil Corp. laboratory in Paulsboro.

As World War II loomed, Mr. Cassel received a draft notice and was told by his supervisor that he could be exempted from military service because his job was considered essential. He declined the exemption and entered the Army.

Mr. Cassel arrived with the 94th Infantry Division in France about three months after D-Day. He was a battalion operations officer in the 301st Infantry Regiment.

In early 1945, the 94th went up against the heavily fortified Sigfried Line, suffering severe casualties in bitter cold before punching through with the help of the 10th Armored Division.

Mr. Cassel helped organize the crossing of the Saar River in boats under direct fire from Germans. One of two Bronze Stars he received during the war was awarded for helping battalion members escape a trap that could have decimated the unit.

During the war, Mr. Cassel shipped some battlefield artifacts to his home and kept a small, unofficial museum in his house. He took the collection to veterans events and Veteran’s Day presentation at schools.

One artifact was a large Nazi swastika flag that he had found neatly folded and hidden in the basement of a police station in Ludwigshafen, Germany. He recently donated his collection to the University of Georgia.

Until his recent illness, Mr. Cassel was the editor of the Hoodlum News, a quarterly newsletter for the 301st Infantry Association. He also attended reunions of the 94th Veterans association and the Battle of the Bulge Veterans Association.

After the war, Mr. Cassel resumed work at Mobil and served as a councilman in Paulsboro. He retired in the late 1980’s. His first wife, Eve, who died in 1994, was a longtime elementary school teacher in Paulsboro.

Mr. Cassel, his wife, and two daughters hand-built a house on a tract overlooking Edwards Run near Barnsboro in the 1950s.

“We helped him build the house from river rocks hauled up from the Delaware River.” Mr. Cassel’s daughter Claire said. “He methodically put the house together stone by stone.” He lived in the ranch-style home until he sold it to a neighbor this year.

Mr. Cassel was a founding member of the Gloucester County Nature Club in 1949, and the last of its founders to die. For years, he was the local compiler for the National Audubon Society’s Christmas bird count.

“Some of his best friends were plants, and some of his best friends were birds. He knew what service was all about to the environment, to the community, and to the people,” said Erik Mollenhauer, and educational program director at the Educational Information and Resource Center in Sewell and executive committee member at the nature club.

Mr. Cassel was a Boy Scout leader and a volunteer at a Mennonite relief warehouse in Lancaster County. He also had a lifelong interest in photography and moonlighted as a wedding photographer.

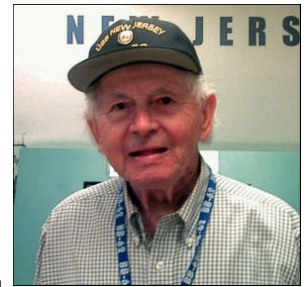
He made time for the Battleship New Jersey Museum and Memorial, too, and was its oldest volunteer. He once said he was “amazed by her grand beauty and graceful lines.”

“Bob gave so much to the battleship,” said Jack Willard, a museum spokesman. “He was a valued crew member who will be missed.”

A lifelong member of Christ Presbyterian Church in Gibbstown, Mr. Cassel and others built a new church building at 400 Swedesboro Rd., in the mid-1960s.

He remarried in 2001. In addition to his wife, Carol, and his daughter Claire, he is survived by another daughter, Judith Cassel Williams; three grandchildren; two great-grandchildren; and a sister.

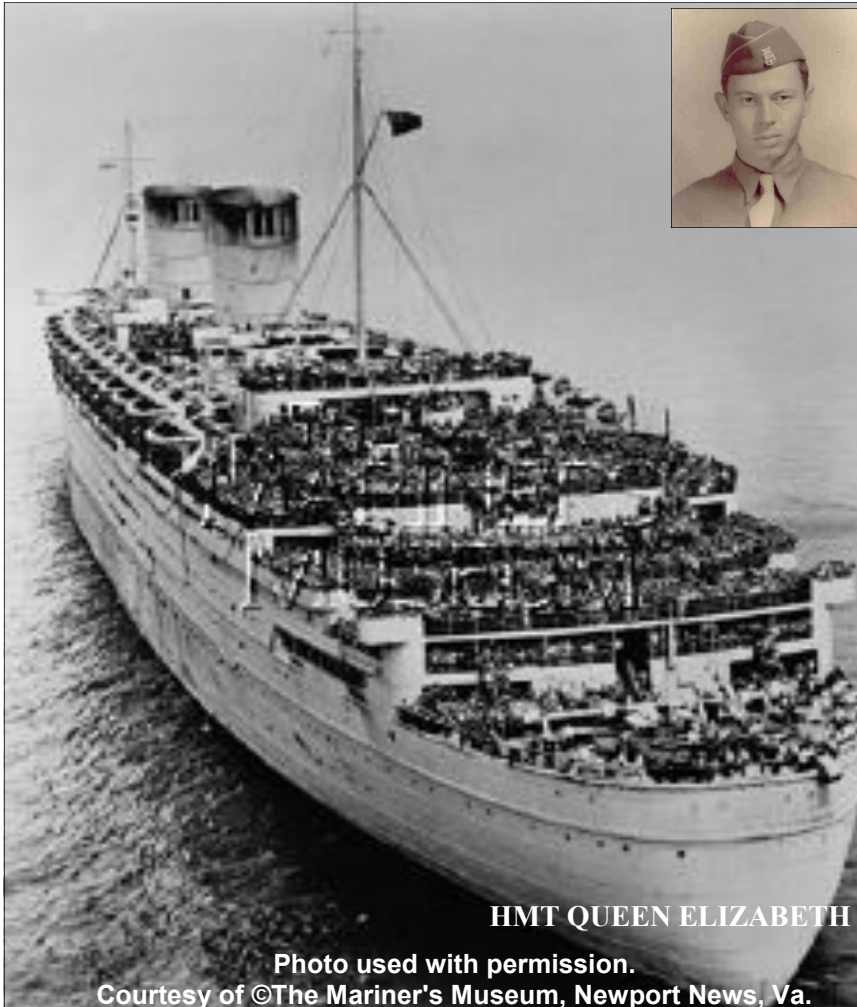
**(Reprinted with permission. Philadelphia Inquirer @ philly.com)**



**Editor’s Note:** In the April 2005 issue of *The Jerseyman*, Bob Cassel described his memories of the 94th Infantry Division and of being transported to Europe in August of 1944 aboard HMT *Queen Elizabeth*. Bob Cassel’s April 2005 article follows... - TH

## WORLD WAR 2/THE JERSEYMAN

### HMT QUEEN ELIZABETH



HMT QUEEN ELIZABETH

Photo used with permission.  
Courtesy of ©The Mariner's Museum, Newport News, Va.

**In 1944... Battleship New Jersey's "Senior" Volunteer, Bob Cassel, shipped out aboard HMT Queen Elizabeth and headed for Europe...**

"When I learned that the 94th Infantry Division was to cross the Atlantic in 1944 aboard the luxury liner Queen Elizabeth, I thought, maybe, just maybe, it was our reward for 3 1/2 years of training to fight the Germans! We sailed out of New York harbor on August 6, 1944 at 0730 with a full load of troops - our entire division. (Note: According to Mr. Harry Helms, 94th Div. Assoc. Secretary, 16,000 troops of the 94th, plus other attached troops, made the crossing in addition to the crew of HMT Queen Elizabeth.) As we passed the Statue of Liberty I felt a certain sense of pride. As a kid, I never had a "voyage" or ever expected to see the "Lady."

We had a rude awakening though, when we discovered we were to be bedded in very tight quarters, and down in the lower decks. It was very hot on the first day at sea. Our course took us into the Bermuda cur-

HMT Queen Elizabeth in WW2 Grey... leaving New York and bound for Gourock, Scotland. Throughout World War 2, **HMT Queen Mary**, and the **HMT Queen Elizabeth** each traveled alone - without a convoy.

rent, and also August was very warm.

Then on the second day, it was colder, and on August 8th it was definitely cold! We were steaming on a zig-zag course. Every few minutes we changed direction and we were told the Queen was faster than any known German submarine. Our course took us right through German sub territory of the Atlantic.

At a certain time announced in the afternoon, we were ordered to close all port holes and cover them. At night the ship moved without lights. One night I walked out on the deck to the very prow just to get a feel for the immensity of this ship. I looked back to the bridge and in the starlight the ship seemed to be a city block long.

One time when I was on the main deck, I noticed damage in the bridge superstructure. A crewman told me that the ship had sailed through a great hurricane. No repairs were done though until after the war. The Queen was too busy and important as a troop transport, and the damage really didn't cause any problem.

Chow was served to each G.I. twice a day. The menu was usually bland I remember, and a type of fish. You were given a card, and there were six shifts. When serving was announced, you had better be ready to get in line. The feeding of so many men was efficiently accomplished nevertheless. Every day at 1100 there was an organized boat drill by the crew. You wore life jackets at all times. Our 301st 105mm artillery battalion was chosen to be



## WORLD WAR 2/THE JERSEYMAN

### HMT QUEEN ELIZABETH

trained on the anti-aircraft guns. They practiced every day, and the British gunnery officer commended the crews. He said they were the best in over two years of crossings. One night a hospital ship was sighted, lights aglow. The Queen made a quick change of course to avoid being silhouetted against the hospital ship. Again, the concern was German subs would have loved having the Queen as a target. As she moved away, you can remember how the hull quivered with the sudden power.

By the fifth day out at sea, we sighted the land of green Ireland and Scotland, a lovely contrast to the gray and cold sea we encountered since leaving New York. On August 11th we anchored in the Firth of Clyde at Gourock, Scotland. Our troops debarked on the 12th amid the traditional bagpipe welcome. Lighters took us to the wharf, and we carried our full field equipment. Our "Voyage" was over.

I returned to the United States in June of 1945 via the last convoy, and it took 21 days on board Liberty ships under the protection of Destroyer escorts. Although the war was over in Europe on May 8th, all the German subs were not accounted for at that date, thus the escort across the Atlantic. I could have kissed American soil, but there was only concrete available, so I blew a kiss to the good old U.S.A. I was saddened in 1972, when I learned that the Queen Elizabeth had burned and capsized while being refitted in Hong Kong as a floating University. A few years later, she was sold for scrap."

**Robert U. Cassel**

**94th Infantry Division**

**(Writer/Editor the "Hoodlum News" for the 301st Inf. Ass'n)**

**Sewell, New Jersey**



#### HMT Queen Mary, and HMT Queen Elizabeth in World War 2

Throughout the war, both of these mammoth ocean liners often carried in excess of 15,000 troops, equal to an entire Division at one time, and they did not travel in convoy. Because of their great speed, and elaborate zig-zag planning, they always traveled alone and used their speed to avoid German submarines... pipe racks for sleeping were stacked 6-high throughout the ship, and on every deck...

*"The typical load of stores brought aboard for a six-day crossing included 155,000 pounds of meat; 124,000 pounds of potatoes; 76,000 pounds of flour; 53,000 pounds of eggs, butter and powdered milk; 31,000 pounds of canned fruit and an equal amount of coffee, tea and sugar; 29,000 pounds of fresh fruit; 20,000 pounds of bacon and ham, as well as a similar amount of jams and jellies; and 4,600 pounds of cheese..."*

*"The thirty-eight combined crossings from New York to Gourock, Scotland made by the Queen Mary and the Queen Elizabeth between May 1942 and April 1944 was equal to the combined crossings of eight hundred ordinary transports and merchantmen..."*

*"Between them, the Queen Mary and the Queen Elizabeth brought an average of sixty thousand American and Canadian soldiers to Great Britain every month - and did so for three years. Ultimately, they transported more than one and a half million men - the greatest ongoing mass movement of troops in history..."*



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Courtesy of

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Sources: **Dictionary of American Fighting Ships (DANFS.)**

Queen Mary and Queen Elizabeth Quotations and statistics in WW2, are used with permission from: **"WARRIOR QUEENS, The Queen Mary and Queen Elizabeth in World War II"** by Daniel Allen Butler, Published 2002 by Stackpole Books, Mechanicsburg, Pa.,

|              | USS NEW JERSEY    | HMT QUEEN ELIZABETH | HMT QUEEN MARY |
|--------------|-------------------|---------------------|----------------|
| Length       | 887 feet 7 inches | 1,031 feet          | 1,019 feet     |
| Beam         | 108 feet 3 inches | 118 feet            | 118 feet       |
| Displacement | 57,271 tons       | 83,673 tons         | 80,677 tons    |
| Design speed | 33 knots          | 28.5 + knots        | 30+ knots      |

## 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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