

4th Quarter
2011

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

THE JERSEYMAN

9 Years - Nr. 72

Master Chief Petty Officer of the Navy

Thank you for giving me an opportunity to be in *The Jerseyman* and to honor and remember the men and women who have served in our nation's defense.

Our veterans have honorably served and sacrificed throughout the world when our nation called, and many have paid the ultimate sacrifice. It is with eternal gratitude that we take the time to honor the memory of our fallen while bringing alongside and thanking those heroes still among us.

Our veterans are woven into the fabric of our great nation we call America.

Veterans like those who served in the Pacific during the Japanese attack on Pearl Harbor, during WWII, the Korean War, and... these warriors exemplified the meanings of Honor, Courage and Commitment.

Today's Veterans, you, lend the character and the core values you developed while in uniform to the communities in which you live and work. We should take advantage of every chance we have to learn from and thank you for your devout patriotism.

Service to our nation has bound us together and we must continue to draw on our veterans' experiences and value their dedication to our country and our way of life. This communication will strengthen and forge the future for our next generation of warriors and veterans.

It is an honor for me to talk to and to remember the service and sacrifice of those who have gone before us and laid the foundation on which our service members today build their legacy.

Thank you all for your service and thank you to the service members in uniform today, many in harm's way, who follow in your footsteps, for their continued service to our great nation.

Also, I hope you all take the opportunity to view, download and signup for the '*Shift Colors*' newsletter that is for retirees and veterans. The current and archived newsletters are available online at:

www.npc.navy.mil/ReferenceLibrary/Publications/ShiftColors

HOOYAH!

Very Respectfully,
s/**R. D. West**

Master Chief Petty Officer of the Navy



THE JERSEYMAN

Editor's Notes:

Our sincere thanks to **Rick West, Master Chief Petty Officer of the Navy**, for his letter honoring the veterans of World War II and Korea. Much appreciated Master Chief...

With this issue, and using the original 1944-1945 issues of *The Jerseyman*, we describe activity aboard USS *New Jersey* during World War II.

Requests for information about family members that had served aboard USS *New Jersey* for the 10 year period from May of 1943 and also until the end of the Korean War in July of 1953, have increased quite a bit during the past year. Family members have asked for information about their father, grandfather..., what job they held on the ship, exactly where they had worked, what award ribbons USS *New Jersey* crewmen were entitled to and so on. With the help of Bob Walters, retired Manager of ship's Archives and Collections, and from the USS *New Jersey* Veteran's Association, we were able to answer many of the questions. We also suggest that families of ship's veterans visit **volunteer Rich Thrash's** website at: **www.ussnewjersey.com**. Besides providing an extensive collection of ship photos, Rich's site also has the complete archive of *The Jerseyman* back issues since January of 2002, and they are available for reading and/or download. Photographs and names of crewmen that served aboard USS *New Jersey* during World War II and Korea are also seen in many of these archived issues of *The Jerseyman*.

During a recent trip to Washington, D.C., we made a visit to the World War II memorial. If you are a second or third generation family member of a World War II veteran, you should be aware that the memorial has a "**World War II Registry of Remembrances**" available to record all who served in the war. ***Anyone who helped win the war, either a veteran or an American on the home front, is eligible for the Registry of Remembrances. You may enter your own name, or the name of someone you wish to honor for their service during the war. The Registry of Remembrances is accessible on site at the National World War II Memorial in Washington, D.C. You may also register a name via the internet or by mail. Registration is free. (www.wwiimemorial.com)***

I have recorded my mother's name in the World War II Registry. She had worked for more than 3 years at the Port of Embarkation in New York during the war, and often talked about watching the loaded



troop ships passing through the narrows on their way to Europe.

Also recorded there are both of my uncles, (mom's brothers) with these two photos, in the **Registry of Remembrances**. Both were U.S. Army infantrymen. At the end of the war, my oldest uncle, **Nils Berger Olsen**, returned home at age 31 as a Staff Sergeant with a bronze star and 3 Purple Hearts. His younger brother, uncle **Norman Olsen**, did not come back. He was 20 years old when he was killed in action at St. Lo, France on July 15, 1944 while fighting with Co. I, 117th Regiment, of "*Old Hickory*" - the 30th Infantry Division.



We well understand the reluctance of veterans to write about their wartime experience. My late uncle **Nils Berger**, is seen here in Belgium late in 1944 wearing his helmet with sniper holes from a bullet that had grazed his forehead just days before this photo was taken. Berger wore this helmet throughout the war and brought it

home with him. He was in his late 70's before he began to share anything about the war. If you have considered sending us your own story from World War II, or from Korea, please don't delay... send it on to us. My home address and email address are found on the last page. I hope to hear from you soon. *Thanks.*-TH

THE JERSEYMAN



LOOKING BACK... Captain Carl Frederick Holden, USN

In May of 1943 Captain Holden became the first captain of USS *New Jersey* (BB-62), and remained in command for almost all of World War II. Carl Frederick Holden served in the United States Navy from 1917 to 1952, and retired with the rank of Vice Admiral.

In the first issue (November 1943) of U.S.S. New Jersey ship's paper called "*CLEAN SWEEP DOWN*", this note was included from Captain Holden:

A MESSAGE FROM THE SKIPPER

Greetings to the New Ship's Paper, and through it to the officers and crew of this good ship!

The addition of a Ship's Paper to our family of services, comforts, and conveniences is the latest sign of our coming of age on a vessel of the size of the New Jersey. A good ship's paper is not only a convenience, it can be a real contribution to the fighting morale of the ship's company.

In order to maintain and develop not only our skill but our spirit for the tasks which confront us, it is necessary to have a forum of ideas and information about ship's business, and about ourselves. Another potential benefit I could suggest would be a clearing house for the huge overdrafts of ship's gossip.

I am happy to welcome the Ship's Paper into existence and to wish it every success.

I know it will be both of interest and of use to us all. However, like every other project of this nature, it can best be done if regarded as an all hand's job. It will be pretty much what you, yourselves, make it.

Carl F. Holden
Captain, U.S.N.

USS New Jersey wearing Navy Blue
Measure 21 camouflage
Circa. 1944/1945.

The Measure 21 seen here has turned a very dark grey, and brought about the ship's nickname of "The Black Dragon".



THE JERSEYMAN

LOOKING BACK... USS New Jersey at war

Volume 1, Number 1 of U.S.S. New Jersey's ship's paper was first published in November of 1943, and titled: "**CLEAN SWEEP DOWN**".

Inside, was the recent (1943) news from the ship's Divisions, such as this one as quoted from the First Division:

FACTS ABOUT THE FIRST DIVISION

Did you know:

1. That **James R. Wenstrom S2/c**, only seventeen years old, is the trainer of Turret One's sixteen inch guns. Jim has been on the seas since he was fifteen.
2. That **Chief Turret Captain G. W. Douglas** spent nineteen years on the battleship "Maryland" before coming to the New Jersey.
3. That **Seaman F.B. Samson** never kissed a girl until he entered the navy. Now he can call himself a sailor.
4. That **Seaman W.W. Walls** has been nicknamed the "Lover" by his shipmates due to the fact that he can write such breath-taking letters. Bill made one mistake tho. He wrote two different letters and placed them in the wrong envelopes. Result: He had a lot of explaining to do.
5. That **Seaman A.H. Froelick** is called "Papa" of the division. Froelick has two boys, "Richard Alfred", and Alfred Herman Jr., and his wife Evelyn just presented him with "Donald Joseph" on Oct 21.
6. That **Coxswain J. M. Zubert** will be leaving the bachelor club as he expects to get married on his next leave. He's wondering when that will take place. Zubert intends to marry a New Jersey girl. That's keeping it in the family.



And, a caution repeated in many of the original issues of *The Jerseyman* during World War II:

NOTICE TO ALL READERS

This publication contains, we hope, no information of any value to the enemy. Nevertheless it is just as well that neither it, nor any of the names or pictures in it fall into unfriendly hands. If you send this paper home, caution your relatives not to pass it around, but to read it and either destroy it or put it carefully away.

DON'T throw it over the side. Should it be picked up by a submarine or enemy agent, it would disclose our presence in these waters. Violations of this rule will sharply curtail our freedom of expression, and will force us to omit any mention of our name or other identifying data from these columns.

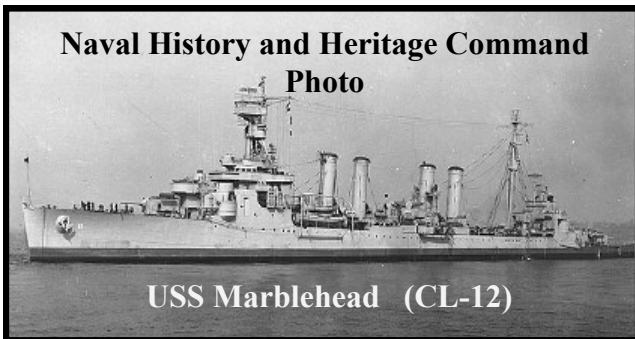
THE JERSEYMAN

This hero's story was also in the first issue of *Clean Sweep Down* and tells of a New Jersey crewman that served aboard USS *Marblehead* during the Battle of the Java Sea.

HERO IS DISCOVERED ON BOARD THROUGH THE FUNNY PAPERS

Claude Becker, First Division, is a dyed-in-the-wool hero, and if you don't believe it, you can see it in the funny papers. No fooling.

You wouldn't know it from Becker, himself, or from the way he gets around the New Jersey, but this chap cut himself quite a cake on the USS *Marblehead* in the famous battle of the Java Seas, in February 1942.



It all came out in one of those little colored cartoon books, called "Real Hero". Becker was as surprised as anyone else when his shipmate, J.S. Rucidio, S2/C, showed it to him. Under cross-examination, Becker admitted his identity.

But anyway, here is the story: During the days when the Japs had it all their own way down in the distant waters of the Java Sea, a sky full of Nip planes was pouring death and destruction down on the gallant *Marblehead*, whose mighty deeds in that battle are still being told.

The *Marblehead*, snapping and snarling with all her inadequate guns against the full power of the Japanese air attack, was a desperately wounded creature. One of her main

battery turrets caught fire, and the men within it faced the prospect of being burnt to death. Becker, big, strong, and tough, dashed through the flames to the gun hatch. The hatch was red hot to the touch. With wet towels supplied by his shipmates wrapped around his fingers, Becker tensed all his muscles, grabbed and lifted. The hatch gave and finally opened. Alone, with singed hands, he carried 20 men out of the turret to sickbay.

But that wasn't enough to do in one day. A fire had started in one of the spaces that contained explosive powder. The blast was expected any minute. Becker dashed into the flaming powder room, hacking and coughing with the overpowering fumes from hot powder, and threw the powder out of the hatch and into the sea. But that wasn't all for Becker. The crippled but game *Marblehead* had suffered what might have been her fatal blow. A steering knuckle gave way, and the ship began churning in its vast circle, the rudder stopped at full. There was a gaping wound in the after skin, and the Java Sea was filling up the steering compartment where the mechanism was located. Becker called for a bucket brigade and sloshed out enough water to let the steering knuckle be repaired, and kept on bailing while the *Marblehead*, its mast decorated with the halo of heroism, limped out of range, and finally made its way across many oceans to home and harbor.

In a port on the Atlantic Coast, Becker got his hero's welcome, and had the Navy Cross pinned on his chest in front of all his proud and cheering shipmates.

Claude made a little impromptu speech of acceptance. He said: "Any American sailor would have done the same thing."

THE JERSEYMAN

LOOKING BACK...

GM2/c James W. McFarland

My son, Jim, was reading about the USS New Jersey recently and came across your article (2007) about *The Jerseyman* and the history of the publication.

There was a notation about the artist who created the "new masthead" for the Jerseyman, dated January of 1944. The article named gunner's mate 3/c J.S. McFarland as the artist. Jim said, "that has to be grandpa's work".

It should have read "gunner's mate 3/c James W. McFarland". I know that my dad was the artist who designed the masthead of the Jerseyman, and I confirmed that with my mom. Dad passed away in May/2009.

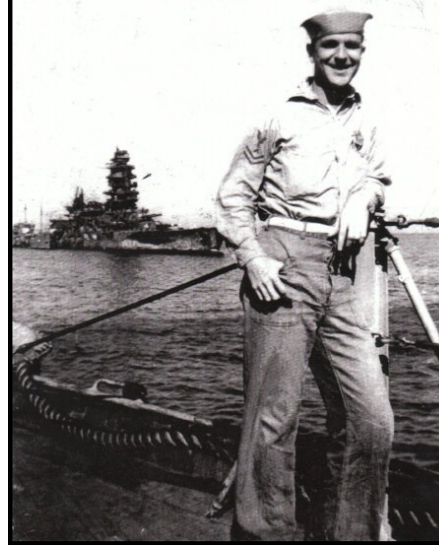
He loved telling us about the New Jersey, and even came to Camden with his 2 grandkids (James and Megan Milhausen) to take them aboard "his ship". His time in the Navy, and served on the New Jersey, was a special part of his life.



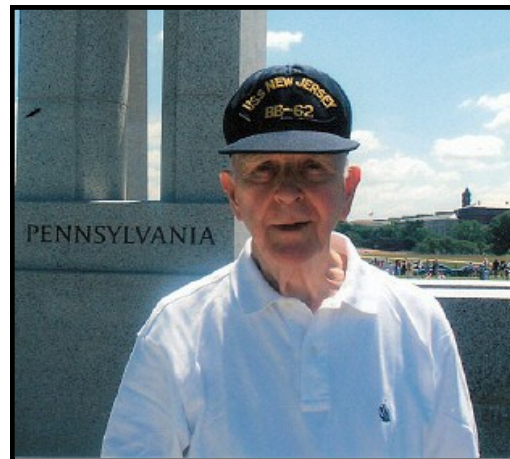
I would appreciate it if there could be a correction. Thanks so much, the articles are great!

Kathleen (Kathy) Millhausen
daughter of James W. McFarland, GM2/C USN

GM2/c McFarland, age 25...



*GM2/c
Jim McFarland
USNR
FanTail of the
USS New Jersey
Jap BB Nagato
in back-
Tokyo, Japan
Late 1945*



GM2/c James A. McFarland, age 84...
visiting the World War II Memorial
in May 2004.

McFarland Gertz and Soissons



THE JERSEYMAN

LOOKING BACK...

GM2/c James W. McFarland



Shipmates...
 POPP, BURDICH, BREWSTER
 KARWOSKI, MCFARLAND



Editor's Notes:

It took nearly 10 years, but with thanks to **Kathy Millhausen**, we are finally able to provide recognition to her father, **GM2/c James A. McFarland**, for the many cartoon smiles brought to his USS New Jersey shipmates during World War II.

Many thanks Kathy... - TH

THE JERSEYMAN

LOOKING BACK... USS New Jersey flight ops in World War II...

First of all, I came out of PATSU 1-1 (PBV-VP12 & VP72 -Black Cat squadrons) so when the first call went out to recover an aircraft aboard the New Jersey I made sure that I had a good spot so as to view the on coming show...

The next thing I know people are looking over and yelling at me "WHERE'S THE SLED!?" I can't see the Chief so it dawns on me that I am part of the show! They explain to me *what* the sled is, so it must be in a store room some where---But where?

The sled was where it should have been, in a storage locker just forward of the aircraft crane. The sled turned out to be a cargo net with a spar across the forward end to spread the net, which in turn is towed aft of the ship. Once the plane is in the water it is steered up on the sled and a hook (which in part of the planes pontoon) lodges onto the cargo net, you now swing out the boom on the aircraft crane, so the pilot can hook up the ball and hook to the planes clevis-----you now have a plane ready to be lifted aboard ship.

Need I say more about just how screwed up that recovery was ? I am not much for writing Tom, perhaps I can put some stories on tape and send them along. I have spent most of my life going to sea. After the navy I went to sea on merchant ships and ended up with a paper from the Coast Guard stating that I was a Marine Engineer. A far cry from when I was a young airdale in the navy.



In looking back now though, I should have stayed in, but that is water under the bridge for sure.

Archie McKinnon
Chico, California
Aviation Ordnanceman
(AOM 1/C)

All photos courtesy of
 Archie McKinnon

Unidentified sailors on
 USS New Jersey catapult
 with SC-1 float plane...



Archie McKinnon's 21st birthday held in the USS New Jersey Aviation work shop -

Top Left – **DIOTTE...** Middle – **MERCEURO**
 Top Right – **ARCHIE MC KINNON**
 Middle Left – **FERGUSON**
 Middle -far Right – **MERINCACK**
 Bottom Left (SN stripe) – **BUTTERWORTH**
 Next w/Hat back of head) – **KOUDIE**
 Next PO2/c crow – **BAUTISTA**
 Right arm up on desk – **BRAWER**
 In foul weather jacket & behind vise – **BRUNO**
 Coveralls - **AO2/c RAYMOND HEADRICH**
 ("he was from Tennessee...")

THE JERSEYMAN

LOOKING BACK... Fire Control Tower No. 23 Cape May, New Jersey

New Jersey's last remaining restorable World War II tower, is part of the immense Harbor Defense of the Delaware system known as Fort Miles. Built in 1942, the tower was one of 15 towers that helped aim batteries of coastal artillery, stretching from North Wildwood, N.J. to Bethany Beach, Delaware. Four were in Cape May County, N.J.—the towers located in North Wildwood and Wildwood Crest were torn down and a third tower is located inside Cape May's Grand Hotel, at Beach and Philadelphia avenues. Fire Control Tower No. 23 is on land now part of the Cape May Point State Park. The tower was listed on the New Jersey Register of Historic Places on May 29, 2003 and on the National Register on Nov. 17, 2003.- (A special *thanks* to shipmate/volunteer **Andy Roppoli** for his help with photographs and the ongoing World War II/Korea veteran interviews...) - TH



Above Left to Right... World War II Veterans relaxing at Tower #23 in Cape May, New Jersey

Joe Moke, US Marine Corps, 1944-1945, Iwo Jima. He was wounded on the fifth day.

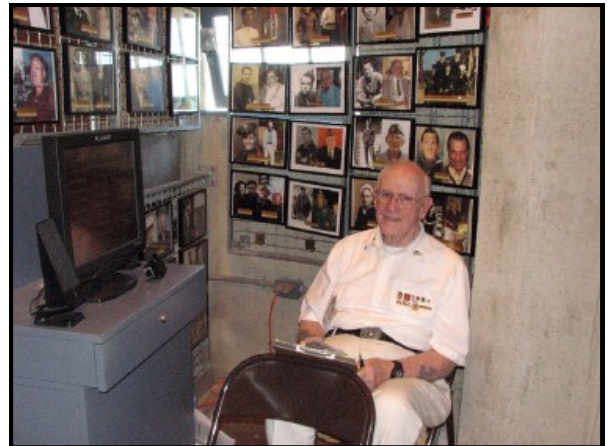
Tom Glynn, US Navy, 1943-1945, was part of *Exercise Tiger* just prior to the invasion of Normandy

Charles Ellner, US Navy, May-July 1945, Okinawa

Jim Rodan, US Navy, 1942-1948, fought in 10 battles. He carries his medals in a shadow box...

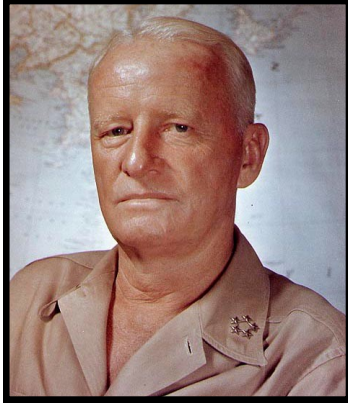
Editor's Note:

We are currently interviewing these World War II veterans and plan to have their "Looking Back" stories in the January 2012 issue of *The Jerseyman*. - TH



Manning the veteran's memory room is **John L Seubert**, US Merchant Marine at age 16, 1944-1945, US Marine Corps 1945-1953. He also served aboard USS *Fargo*, (CL-106) towards the end of his service.

THE JERSEYMAN



LOOKING BACK... Fleet Admiral Chester W. Nimitz

Fleet Admiral Chester W. Nimitz directed the Battle of Iwo Jima as Commander In Chief Pacific Fleet in February 1945. On 17 March 1945, in CINCPACFLT Communique No. 300, he said:

"The battle of Iwo Island [Jima] has been won. The United States Marines, by their individual and collective courage, have conquered a base which is as necessary to us in our continuing forward movement toward final victory as it was vital to the enemy in staving off ultimate defeat.... Among the Americans who served on Iwo Island, uncommon valor was a common virtue."

IWO JIMA:

There are some interesting statistics from the Battle for Iwo Jima.

On March 26th, 1945, Iwo Jima was declared "secured". The Marines handed the island over to the Army so the Army Air Corps could use the air fields. Then many of the Marines sailed off to another party on Okinawa.

February 19th was the start of the invasion of Iwo. That seems so long ago. But for the Marines and sailors who assaulted Iwo, every one of the 36 continuous days of that battle seemed nearly that long.

About 77,000 US Marines from the 3rd, 4th, and 5th Marine Divisions converged on tiny Iwo Jima in late February. LtGen Tadamichi Kuribayashi had fortified Iwo for a full year before the invasion, and had an estimated 22,000 troops dug in under the island. US forces began bombing Iwo in June 1944, 8 full months before the invasion. Naval bombardments then shelled the island mercilessly around the clock for four consecutive days prior to the invasion.

Iwo set a number of "firsts":

It was the longest concentrated bombardment of any target in the history of mankind up to that date.

It was the largest total tonnage of bombs and artillery ever delivered on a single target to that date.

It was the largest armada of ships ever assembled for an invasion up to that date [**about 700 ships participated including USS *New Jersey* BB-62**].

It was the largest number of invaders to ever invade any island up to that date (each of those new records was broken by the invasion of Okinawa in April 1945).

It was the first (and last) time Seabees accompanied Marines in the first waves of a beach invasion (they swore they'd never do THAT again!).

It was the first and last time any Marine unit landed on D-Day and served an entire campaign without being relieved by another unit.

And it was the only time in Marine Corps history when the number of invading casualties exceeded the number of defending casualties. More than 19,000 Marines were wounded on Iwo, and 6,821 died there. As such, it remains the costliest battle in Marine Corps history.

Now get this: one-third of all marines killed during WWII, died on Iwo Jima.

Let me repeat that: ONE THIRD of all US Marines killed during WWII, died on Iwo Jima. All but about 200 Japanese defenders died on Iwo.

Marine LtGen Harry Schmidt and LtGen H. M. Smith led Task Force 56. It made up V Corps, composed of the 3rd MarDiv (MGen Erskine), 4th MarDiv (MGen Clifton Cates) and 5th MarDiv (MGen Rockey). The 5th Division had been formed expressly for the battle of Iwo Jima. It was disbanded following the battle.

Among the participants were names of distinction:

- Son of the sitting Commandant LtCol AA Vandergriff Jr (3/24)
- Future Commandant 1stLt Robert E Cushman, Jr (2/9)
- Future Commandant Clifton Cates (CG 4thMarDiv)
- Secretary of the Navy James Forrestal
- LtGen "Howlin' Mad" Smith
- and the first enlisted Marine Medal of Honor recipient of WWII, "**Manila John**" Basilone.

Basilone received his MOH from General Chesty Puller, for action on Guadalcanal. Killed in action on Iwo on D-Day.

THE JERSEYMAN

The invasion planners felt confident the battle would take 7-10 days. It took 36. LtGen Kuribayashi's body has never been found.

The final two Japanese defenders surrendered 4 years after the battle. In January of 1949 two Japanese soldiers surrendered themselves to the occupying US Army garrison on Iwo. They had hidden in the 11 miles of tunnels and bunkers under Iwo, successfully raiding the Army supplies for food and water at night.

They had found a Stars and Stripes newspaper which showed pictures of GIs celebrating New Year's Eve in downtown Tokyo, 1948-49, and knew Japan had lost the war. They reported in full uniforms, well fed, and surrendered clean, fully-functional weapons.

Iwo Jima stands as an icon for every Marine who has earned the Eagle, Globe and Anchor since 1945. The men who fought there are true heroes to our nation and our Corps. We can never thank them enough for what they went through for us on that small patch of hell. I've stopped often today and thought about them.

Semper Fidelis.

Written by Colonel Dave E. Severance, USMC (Ret.), former Commanding Officer, Company E, 28th Marines, 5th Marine Division, and approved by G. Greeley Wells, former Adjutant, Second Battalion, 28th Marines, 5th Marine Division.

(A special thanks to Colonel Wayne V. Morris USMC (Ret)., and Sergeant Major Jim Butler, USMC (Ret.) for their assistance. - TH)



**Fifth Marine Division Cemetery
Iwo Jima
Photo by Jerry Schoenbert**

THE JERSEYMAN

LOOKING BACK... Vice Admiral Richmond K. Turner

Following the Battle of Iwo Jima (February 1945), the Battle of Okinawa followed with an 82 day invasion that raged from April - June 1945.

The Battle of Okinawa (Operation Iceberg) took a heavy toll on men and ships with the Japanese using massive and repeat Kamikaze attacks. **Vice Admiral Richmond K. Turner, as Commander Task Force 51**, had notified Fleet Admiral Nimitz of the courageous performance of Destroyers and Destroyer Escorts assigned picket duty for the Okinawa operation. Many of the TF51 destroyers (*Little Boys*) were hit by Japanese Kamikaze suicide planes. There were more US Navy casualties for the Battle of Okinawa than in any other engagement during the Pacific war.

The below message from Fleet Admiral Nimitz, recognized the Task Force 51 Destroyers, and Destroyer Escorts that had suffered such terrible losses of men and ships in the Okinawa campaign.

Note: All four of the Iowa-Class battleships: USS Iowa, USS New Jersey, USS Missouri and USS Wisconsin took part during the Battle of Okinawa with Task Group 58.4 under **RADM Arthur W. Radford**.



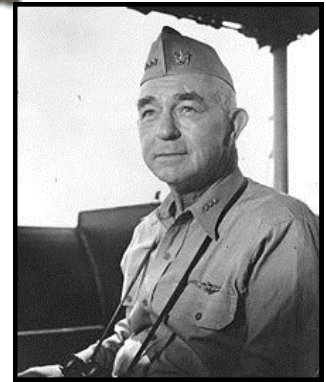
| NAVAL MESSAGE | | U. S. S. IDAHO | | 18 APRIL, 1945 | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|----------------|------------------------------------------------------|--------------------------------------------------------------------|
| HEADING | | | | | |
| NR J5098 | | -A- MPN | | 170657 | |
| R-E-S-T-R-I-C-T-E-D | | -B- | | BR 56 BT.. | |
| R-E-S-T-R-I-C-T-E-D | | | | | |
| <p>THE COMMANDER IN CHIEF PACIFIC FLEET SHARES WITH THE ENTIRE NAVY THE ADMIRATION EXPRESSED BY CTF 51 FOR THE VALOR AND GALLANTRY OF THE RESOLUTE SHIPS ON RADAR PICKET DUTY WHO ARE CONTRIBUTING SO MAGNIFICENTLY TO THE SUCCESSES BEING ACHIEVED IN THE CURRENT CAMPAIGN - NIMITZ</p> <p style="text-align: center;">COPY: CHAPLAIN</p> | | | | | |
| 1215/WJ/JUMP/4/18/45 | | | R445/ 18 APRIL | | |
| FROM: | | ACTION TO: | | INFORMATION TO: | |
| RDO GUAM | | TF 51 | | CTF 51 ALL TF COMS 5TH FLT ALL TG COMS 5TH FLT | |
| Capt. | Exec. | U. S. N. | | | |
| Comd. Office | Exec. Office | Int. Lt. | Nav. | Gen. | Spec. |
| Eng. | Avia. | Marine | Chap. | Radio | Signal |
| Comd. | Ships Sec. | YODI | CWO | TOD: ORDLT | YOD: ACTION |
| | | | | | <p style="text-align: center;">C. W. G. LT. BARNUM CEO</p> |

THE JERSEYMAN

LOOKING BACK... Vice Admiral Richmond K. Turner

The attached message of 19 April 1945 describes Admiral Turner's deep respect for the fighting ability of the "Old" battleships. These 13 were the famous "Old" battleships from over 65 years ago... NEVADA, PENNSYLVANIA, COLORADO, IDAHO, TEXAS, MARYLAND, NEW YORK, TENNESSEE, MISSISSIPPI, WEST VIRGINIA, CALIFORNIA, NEW MEXICO and ARKANSAS.

The message was sent to Battleship Squadron 1 (BATRON 1) under the command of **Admiral Jesse B. Oldendorf**, whose "old-OBB" battleships "crossed the T" for the last time in the sea battle of Surigao Strait and during the Battle of Leyte Gulf. In this action, BATRON 1 defeated a far superior Japanese naval force.



(See "13 RUGGED OLD LADIES", written toward the end of World War II and published in All Hands magazine. The article is reprinted in full, in *The Jerseyman's* 4Q-2009 issue).

| | | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------|--------------|-----------------------------------------|--------|------|------------------------------------------------------------------------|--------------------------------|------------|-------------|------------------|----------|----------|
| NAVAL MESSAGE | | | | U. S. S. IDAHO | | | | 19 APRIL, 5 | | 194... | | | |
| HEADING | | | | PM J 3180 -A- 180925 -W- | | | | GR 160 BT | | | | | |
| F-O-T-R-I-G-T-E-D | | | | | | | | R-E-S-T-R-I-G-T-E-D | | | | | |
| <p>FROM SEVERAL SOURCES HAVE COME REQUESTS TO ORIGINATOR TO STOP REFERRING TO THE VESSELS OF BATRON ONE AS OLD BATTLESHIPS AS THEY HAVE BEEN MODERNIZED AND ARE AS GOOD AS ANY BATTLESHIPS</p> <p>ASIDE FROM FACT THAT OBB IS THE DEPARTMENTS CLASSIFICATION IT SEEMS TO ORIGINATOR THAT ALL HANDS ON THESE VESSELS WHOSE MAGNIFICENT FIGHTING RECORD IS KNOWN TO THE WHOLE WORLD SHOULD BE ESPECIALLY PROUD OF THE FACT THAT THEIR AGED HULLS HAVE PROBABLY FIRED MORE BULLETS EFFECTIVELY AGAINST THE ENEMY THAN ANY SQUADRON OF SHIPS IN NAVAL HISTORY. FAR FROM BEING A TERM OF OPPROBRIUM THE MENTION OF OBB CARRIES WITH IT ADMIRATION AND AFFECTION AND THEREFORE THE USE OF THIS TERM WILL BE CONTINUED.</p> <p style="text-align: right;">COPY: ALL HEADS DEPT'S RFS/ 19 APRIL</p> | | | | | | | | | | | | | |
| FROM: | | | ACTION TO: | | | | INFORMATION TO: | | | | | | |
| A04 JGTF 51RS XXXXXXXXXXXXXXXX | | | BATRON 1 | | | | TF 51, CINCPACI CINCPDA/HED-1 PEARL/CINCPAC/I CINCPDA/ADVHEDI | | | | | | |
| Capt. | Exec. | O. O. D. | Capt. Office | Exec. Office | 1st Lt | Nav. | Gun | Eng | Supply | Med | ORIGINATOR | RELEASED | C. W. O. |
| Disb | Avia | Marine | Chap. | Radio | Signal | Comm | Ships Sec | TOD: CWO | TOD: ORDLY | TOD: ACTION | LT. (JG) MARQUIS | CEO | |
| COMMUNICATION OFFICER | | | | | | | | | | | | | |

Vice Admiral Oldendorf commander of BATRON 1, once explained his battle tactics to the *New York Times*: "My theory was that of the old-time gambler: Never give a sucker a chance."

Admiral Jesse B. Oldendorf, USN
16 February 1887 - 27 April 1974



THE JERSEYMAN

LOOKING BACK... Great Lakes 1966

This is a fond memory from Great Lakes in the summer of '66. We had just started washing our whites by hand when some guy up the line decided he was washing his dungarees first. Well, after we finished washing our whites for the second time, we rung them out, took them outside and hung them up to dry.

If I remember right, we had to coil the clothes stop, tie it off in a square knot, tuck the ends in and it ***had to be two fingers apart*** from the next identical clothes item. I remember our Company Commander coming out when we were finishing and checking for the two finger separation... around the 3rd pair of white bellbottoms it was more than two fingers spacing! From that point on he ripped down every pair until he got to the end and then he stomped the living crap out of all of them. The only saving grace was that the Navy did the inside out thing back then and it's a good thing because I never got some of the black heel marks out of mine no matter how hard I scrubbed. It was a boot camp lesson learned by all and very quickly!

As far as clothes stops go Tom, believe it or not we still have some at Sea Cadets Headquarters. But thanks for the stops offer....personally, I don't care if I ever see another one and that goes for those ditty bags as well!!

Another short memory about whites....after my first summer in the Navy, I had the cleaners on the pier starch and press all of my whites to store away for the winter. The first time we broke them out in late spring, we were getting ready for an inspection and I was digging deep to get mine out expecting that I was already for inspection except for a quick spit shine to my dress shoes.

I pulled them out and little did I know that starch would brown the whites *permanently!* Out of the 4 pairs that I had, and three tropical white shirts, not one was wearable. Thank God for Mom and Dad and for sending me some cash to get more whites before I shipped out on a Med cruise!

Don McKinney
Fort Lauderdale, Florida

LOOKING BACK...USS Utah & WW II

I grew up on the West Coast watching baseball teams from the old Pacific Coast League before the "Big Leagues" moved west. When the World Series was on the radio it seemed like every store had it on the radio. I wonder how many folks cheat and now watch it on the job these days.

I attended the old Communications-Clerical School at the NTC after boot camp in 1940. The first month was basic month for all students, then the students specialized as Yeoman/Storekeeper, Signalman/Quartermaster or Radioman during the next three months. Naturally, I chose Radioman, as that is the one reason I enlisted. When I reported aboard the USS Utah for duty the XO asked me and one other Radioman striker graduate if we wanted to go into the Signal Gang or on deck, as there were no openings in the Radio Gang. I replied that I preferred to go on deck and wait for an opening. The deck gang convinced me I made the right decision and that I chose the right division. About six weeks later I transferred to the Radio Gang.

In about a year I was promoted to RM 3/C. During the war I came back to the States for about a year of Instructor duty at NTS (Radio), which was then located on Yerba Buena Island. I was a Radioman 1/C by then. Seems like yesterday.

Warren "Red" Upton - USS UTAH (BB-31)
San Jose, California



NEAR THIS SPOT, AT BERTH FOX 11, ON THE MORNING OF 7 DECEMBER 1941, THE USS UTAH WAS STRUCK ON THE PORTSIDE WITH WHAT WAS BELIEVED TO HAVE BEEN THREE AERIAL TORPEDOES AND WAS SUNK. SHE WAS SUBSEQUENTLY ROLLED OVER TO CLEAR THE CHANNEL BUT WAS LEFT ON THE BOTTOM.

THE JERSEYMAN

July 16, 2011 - Battleship New Jersey firing 5"/38...

by Volunteer Ken Kersch (USS *New Jersey* crewman - Vietnam)



Volunteer John Alberta is a member of our gun crew and shown here with my daughter Karen. Karen is a High School special education teacher during the week, but enjoys helping us out on the ship on weekends and for special events.

John is holding the safety box with a key switch that has to be properly activated for the trigger to fire the gun. Until we are absolutely ready, the trigger is inactive and cannot fire. If you look closely, you will also see that Karen is holding the trigger for the 5" mount. **Volunteer Paul Neissner** and I rigged it so that the shooter could observe the blast from outside the mount. The normal way to fire the gun is electrically from plot or the mount. But since we are unable to obtain the needed primers we use the foot peddle in the mount that will fire the gun by percussion. We can get commercial primers that work

So to fire from the weather deck, we extended the trigger outside the mount and rigged an air cylinder to depress the foot peddle when it is activated by the trigger.

Our 3 man gun crew consists of **Paul Neissner, John Alberta** and **Ken Kersch** (me). We are the only ones authorized by the ship to load shells and to fire the 5"/38cal., and the 40 mm ceremonial cannon.

We have also been using stale popcorn in the powder cases almost from the first time we fired the gun. When we first loaded the powder in the casing it was noted that there was a lot of empty space. It was then that Paul said: "I wish I had some popcorn" which was all that we needed to hear. We retrieved a bag of popcorn from the First Class Mess, and were ready to go. Popcorn shows up very brightly at night, and it gives some sparkle to the shot. It smells pretty good too.

We do the firing for special ship events, but not on a regular basis. The Battleship Massachusetts also fires her 5" guns and helped us with the information we needed to get started, like where could get the powder and primers etc... This particular shoot was at the request of Battleship North Carolina and to see exactly how we do it. I think they are also planning on a firing display, and our gun crew is always up for another demonstration firing...

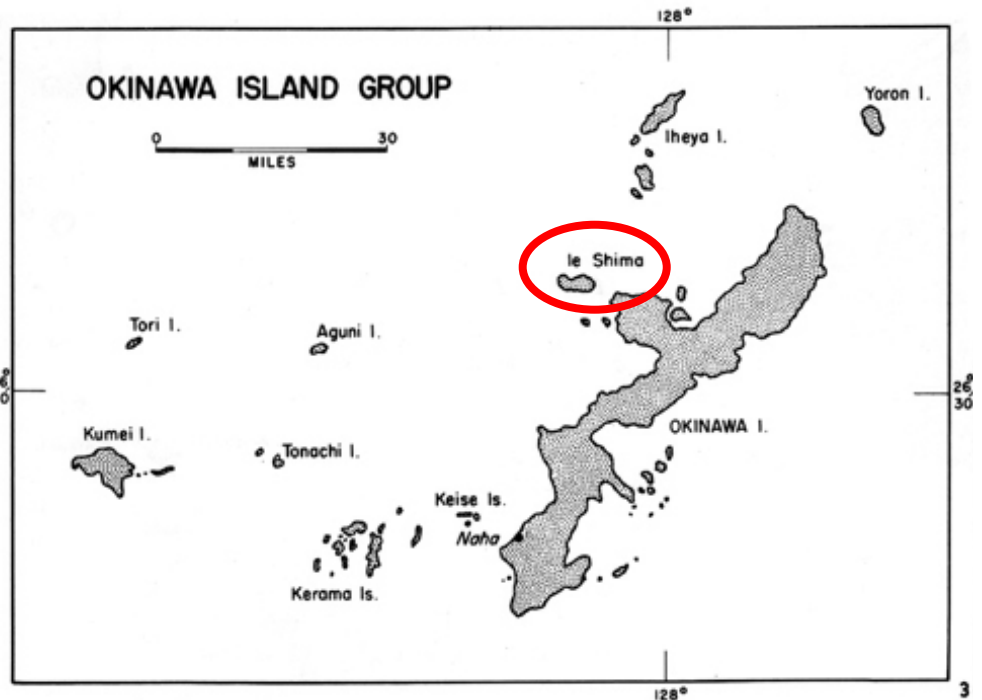
Can you imagine the reaction of someone across the river at Penn's Landing, and looking at the ship just as we fire the gun? If he might have had a few too many, seeing the ship firing in his direction might convince him to swear off booze... - **Ken Kersch**

THE JERSEYMAN

LOOKING BACK... Ernie Pyle War Correspondent - - - Ernie Pyle was the most well known and beloved War Correspondent of World War II, and had covered the war alongside American infantrymen from inside the foxholes of Europe almost from the beginning. His coverage of the Pacific war though, began when he first landed in Honolulu in February of 1945 - he would have only two months left to live...

Although it has been reported that Pyle had been killed by a sniper, he was in fact, killed by a Japanese machine gunner on the small island of Ie Shima a few miles off the West coast of Okinawa. (Source: *Ernie Pyle's War, America's Eyewitness to World War II* by James Tobin. The Free Press -1997).

The island was invaded on April 16th and declared captured by the Commanding General of the Army's 77th Division (Lieutenant General Andrew D. Bruce) on 21 April, 1945. Ernie Pyle was one of 172 Americans that were killed on Ie Shima in 5 days of fighting.



Pyle began his unique style of war reporting in the Pacific from the decks of USS Cabot (see next page) and aboard the destroyer escorts, USS Reynolds (DE-42), and USS Weaver (DE-741).

Ernie Pyle was buried at the National Cemetery of the Pacific on Oahu, Hawaii. Dedicated on September 2, 1949, the National Cemetery at Punchbowl, interred 776 casualties from the December 7, 1941 attack on Pearl Harbor. Ernie Pyle was among the first to be buried at this new Cemetery.



US Navy Photo

U. S. S. IDAHO Date 21 APRIL, 1945

NAVAL MESSAGE
 HEADING BR H 3896 -OP- -A- 210743 ... -R- GR 59 BT..
~~U-S-S-I-D-A-H-O~~ ~~U-S-S-I-D-A-H-O~~

OUR FLAG WAVES ON THE PINNACLE FORTRESS AS IE SHIMA IS CAPTURED AT 210300.

COPIES: GUNNERY OFFICER
 NAVIGATOR
 CHAPLAIN

2048 JR APRIL 21 123455 R#17/ 21 APRIL

| | | |
|------------------------|----------------------------------------------|-------------------------------------------------|
| FROM: GEN 77TH DIV. | ACTION TO: COMGEN 10 LIA MOI CTF 51 | INFORMATION TO: CINCPAC ADWHD COM 5TH FLT |
|------------------------|----------------------------------------------|-------------------------------------------------|

THE JERSEYMAN

LOOKING BACK... An Ernie Pyle story written aboard USS *Cabot* CVL-28

Aboard A Fighting Ship, In The Western Pacific, March 15, 1945 --

An aircraft carrier is a noble thing. It lacks almost everything that seems to denote nobility, yet deep nobility is there. A carrier has no poise. It has no grace. It is top-heavy and lopsided. It has the lines of a well-fed cow. It doesn't cut through the water like a cruiser, knifing romantically along. It doesn't dance and cavort like a destroyer. It just plows. You feel it should be carrying a hod, rather than wearing a red sash. Yet a carrier is a ferocious thing, and out of its heritage of action has grown its nobility. I believe that today every Navy in the world has, as it's No. 1 priority the destruction of enemy carriers. That's a precarious honor, but it's a proud one.



USS Cabot (CVL-28)
Built at New York Shipbuilding Corp.,
Camden, N.J. Laid down 16 Mar 1942

My carrier is a proud one. She's small, and you have never heard of her unless you have a son or husband on her, but still she's proud, and deservedly so. She has been at sea, without returning home, longer than any other carrier in the Pacific, with one exception. She left home in November 1943. She is a little thing, yet her planes have shot two hundred thirty-eight of the enemy out of the sky in air battles, and her guns have knocked down five Jap planes in defending herself. She is too proud to keep track of little ships she destroys, but she has sent to the bottom twenty-nine big Japanese ships. Her bombs and aerial torpedoes have smashed into everything from the greatest Jap battleships to the tiniest coastal schooners. She has weathered five typhoons. Her men have not set foot on any soil bigger than a farm-sized uninhabited atoll for a solid year. They have not seen a woman, white or otherwise, for nearly ten months. In a year and a quarter out of America, she has steamed a total of one hundred forty-nine thousand miles! Four different air squadrons have used her as their flying field, flown their allotted missions, and returned to America. But the ship's crew stays on-and on, and on. She is known in the fleet as "The Iron Woman," because she has fought in every battle in the Pacific in the years 1944 and 1945. Her battle record sounds like a train-caller on the Lackawanna Railroad. Listen-Kwajalein, Eniwetok, Truk, Palau, Hollandia, Saipan, Chichi lima, Mindanao, Luzon, Formosa, Nansei Shoto [Ryukyu Islands], Hong Kong, Iwo Jima, Tokyo. And many Others. She has known disaster. Her fliers who have perished could not be counted on both hands, yet the ratio is about as it always is- about one American lost for every ten of the Exalted Race sent to the Exalted Heaven. She has been hit twice by Jap bombs. She has had mass burials at sea...with her dry-eyed crew sewing 40-mm shells to the corpses of their friends, as weights to take them to the bottom of the sea. Yet she has never even returned to Pearl Harbor to patch her wounds. She slaps on some patches on the run, and is ready for the next battle. The crew in semi-jocularly cuss her chief engineer for keeping her in such good shape they have no excuse to go back to Honolulu or America for overhaul. My carrier, even though classed as "light," is still a very large ship. More than a thousand men dwell upon her. She is more than seven hundred feet long. She has all the facilities of a small city. And all the gossip and small talk too. Latest news and rumors have reached the farthest cranny of the ship a few minutes after the captain himself knows about them. All she lacks is a hitching rack and a town pump with a handle. She has five barbers, a laundry, a general store. Deep in her bell she carries tons of bombs. She has a Daily newspaper. She carries. Fire-fighting equipment that a city of fifty thousand back in America~ would be proud of. . She has a preacher; she has three doctors and two dentists, she ha two libraries, and movies every night, except when they're in bank and still she is a tiny thing, as the big carriers go. She is a "baby flat-top." She is little. And she is proud. She has been out so long that her men put their ship above their captain. They have seen captains come and go, but they and the ship, stay on forever. They aren't romantic about their long stay out here. They had it, and their gripes are long and loud. They yearn pathetically to go home. But down beneath, they are proud, proud of their ship, proud of themselves. And you would be too.

THE JERSEYMAN

PRESS RELEASE -FROM THE SENATE OFFICE OF SENATOR JOHN MCCAIN

Remarks by Senator John McCain at the Tailhook Symposium Honoring the Centennial of Naval Aviation - September 10, 2011

Washington, D.C. — U.S. Senator John McCain (R-AZ) will deliver the following remarks at the Tailhook Symposium honoring the centennial of Naval Aviation in Reno, Nevada:

“Thank you, Rabbit, for that very kind introduction. There are many people here tonight who rank among the true heroes of Naval Aviation, including George Walsh, Tom Hudner and ADM Tom Heyward. I thank you for your service to our country and your leadership in this wonderful profession we all cherish.

“On behalf of all the McCains who have served in Naval Aviation – from my grandfather who earned his wings as a Captain in 1936; my oldest son, Doug, who earned his wings in 1985; to my son, Ltjg Jack McCain, who earned his wings this past January – I thank you for the very generous recognition you have given my family. It has been a privilege for all of us to serve and to have played a small part in the first 100 years of Naval Aviation history.

“Ever since reporting to Pensacola more than 50 years ago, I have had the pleasure of being involved with Naval Aviation in some capacity. I acknowledge that my early involvement was at times ‘eventful’ – and that my mishap record certainly contributed to the national debt. I doubt that I would last very long in today’s Navy.

“One of the benefits of living as long as I have, is that you get to see a lot of history in the making. And if you are paying attention, you can learn the lessons of what we did right, and what we did wrong. Both should be carefully studied. At the very least, we should make it our goal to repeat what worked well – and to avoid what didn’t.

“Tonight I would like to talk briefly about what I believe to be the key factor in the success of Naval Aviation over the past century. It is one of the things we did right. It has to do with leadership.

“Although we just celebrated the 69th anniversary of the Battle of Midway, I want to return to that battle to make a fundamental point. At Midway, barely six months after the attack on Pearl Harbor, we faced an enemy supremely confident in their ability – not just to defeat, but to annihilate – the battered remnants of Halsey’s Pacific Fleet. We were overwhelmingly outnumbered and outgunned. The Japanese brought 8 carriers, we had barely three; they had 11 battleships, we had none. And the Japanese had the best fighter aircraft in the Pacific – the Mitsubishi Zero – that easily dominated the slower, less agile TBDs, SBDs, F4Fs, and Marine F2As.

“Making matters worse, our forces were plagued by faulty equipment. The Mk 13 torpedo was notoriously unreliable. In fact, not a single torpedo dropped at Midway by Torpedo 3, Torpedo 6 or Torpedo 8 even detonated. And the new electrical arming system on the SBD’s had the annoying habit of randomly releasing the bomb when the Master Arm switch was selected.

“But in the end, the battle turned not on numbers or equipment – but rather on the actions – and the leadership – of some truly extraordinary men. What they did at Midway has become the stuff of legend.

“Men like LCDR John Waldron, skipper of Torpedo 8, who led his 15 TBD Devastators against one of the enemy carriers at wave-top height and barely 100 knots, while trying to fend off the far more capable – and deadlier – Zeros. With no fighter cover of his own, Waldron’s fate was sealed. His last transmission to his squadron-mates was simple: ‘We will go in. We won’t turn back. We will attack. Good luck.’

“And men like Marine Major ‘Joe’ Henderson, who led his mixed squadron of F4Fs and F2As against the carrier Hiryu. Struck by anti-aircraft fire, his aircraft in flames, Henderson pressed the attack – on what would be his last flight.

“And LCDR Wade McClusky, who, despite being dangerously low on fuel, kept searching for the Japanese carriers until he found them, and whose extraordinary leadership – according to Admiral Nimitz – ‘decided the fate of our carrier task force and our forces at Midway.’

“My friends, the Battle of Midway was won not by superior equipment, and certainly not because we outnumbered the Japanese. We won because of the stout hearts and uncommon leadership that for one hundred years has been the hallmark of Naval Aviation.

“My grandfather, who commanded a carrier task force in the Pacific during WWII, lived large and was always larger than life to me. He rolled his own cigarettes, smoked constantly, swore and drank more than he should have. He was known as one of the Navy’s best cussers, probably not the sort of recognition one would want today.

THE JERSEYMAN

‘Slew’ was his call sign. James Michener described him in *Tales of the South Pacific* as ‘an ugly old aviator’ but he was more than that, especially to his men. He was revered for his gregarious, salty attitude, and for his keen interest in his sailors and their thoughts on just about any subject. He made it a point to talk with pilots after they returned from a strike, asking them, ‘Do you think we’re doing the right thing?’ Here was a 3-star admiral, taking time during the course of war to receive honest feedback from men under his command. My grandfather knew that if you ever stopped learning, especially from your men, then you also stopped leading. And he knew how to lead.

“Today, we hear a lot about ‘management’ and not enough about leadership. That worries me. One thing of which I am certain – there is a great difference between managers and leaders. Good managers are plentiful – in fact, our nation graduates over 150,000 MBAs every year. But true leaders are rare. And believe me, there is a difference --Leaders inspire people; managers, well, they “manage” people and assets.

--Leaders think about protecting and promoting their people; managers think about protecting their own careers.

--Leaders take charge and accept responsibility; managers often pass the buck to higher authority for fear of making a wrong decision.

--Leaders take risks when necessary; managers are taught to avoid risks whenever possible.

“Ronald Reagan was a leader – Jimmy Carter was a manager. Halsey, Nimitz, and Spruance were leaders. Henderson, McClusky, and Waldron were leaders. If any one of them had opted for caution rather than courage when their moment of testing came, the outcome at Midway would have been radically different.

“My father – who was not an aviator but knew something about leadership – used to say that technical experts are a ‘dime a dozen’. You can always find a man who can tell you how many foot-pounds of force are in a piston, or what the aerodynamic effects on a plane will be at a certain airspeed and altitude. But, he said, ‘The business of leadership is another matter entirely. It’s one of the most difficult subjects there is – to inspire in people subordinate to you, the desire to do a better job.’ That is where true leadership trumps management – in the art of inspiring others to perform far beyond their self-imposed limits.

“In recent years, I have often wondered if we have forgotten some of the more salient lessons of history, particularly as they apply to the development and selection of our military leaders. Have we allowed ourselves to be knocked off course to the point that we strive now to produce the ‘ideal manager’ rather than the next generation of true leaders? Have we focused too much on the strategy and tactics of the battle – and not enough on the leadership skills of those who really decided the outcome, not just at Midway, but at countless other critical battles throughout the past century?

“I am at heart, and always will be, a Naval Aviator. It was my first profession and will always be my favorite. And just in case there is someone here tonight who does not understand why I place so much emphasis on leadership over management, let me be clear. The very nature of our profession demands it. No manager, however competent, will ever be able to inspire people to endure the hardships and make the sacrifices that we all know must come with Naval Aviation. Enduring those hardships and making those sacrifices is the price we pay for the privilege of defending our great nation.

“So as we celebrate the centennial of Naval Aviation and begin to contemplate the next 100 years, I encourage all of you to look back on those who led us through our first century. I urge you to study their lives and their leadership styles. Then strive to be like them. Learn to inspire the men and women who work for you. Learn to lift them up, to give them meaningful responsibility, to allow them room to grow, and yes, even to make mistakes. Be slow to judge, and remember that many of our most gifted leaders would never have survived in a ‘one strike’ or ‘zero defect’ environment. If instead, your style is to be quick to criticize, slow to praise, and you are unwilling to forgive, I urge you to seek a different profession. And if you have not yet learned the power of redemption, I encourage you to read the biographies of Nimitz, Halsey, Boyington, Henderson, McClusky, and Waldron – just to name a few.

“Now as I look around the audience – at some of the younger faces – I see another reason why I love Naval Aviation. I can imagine myself, 50 years ago, sitting in this audience, with a wide grin on my face, because I knew I was very lucky to be in this position. I envy you, with your ability to do the same things I did, only better. I can’t turn back the clock, but I can live a little vicariously through you. Make us proud. Make us better. Our future belongs to you now. Make the next 100 years of Naval Aviation something old ‘Slew’ and John Waldron and Wade McClusky would be proud of. “Thank you and God Bless.”

THE JERSEYMAN

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



Sign over the main entrance at the
V.A. Hospital Philadelphia, Pennsylvania.
“THE PRICE OF FREEDOM IS VISIBLE HERE”



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

Disclaimer:

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

Wherever possible, *The Jerseyman* requests permission, properly credits, and identifies the source of photographs, stories, or quotations. If crediting errors, or any possible copyright infringements are found, please let us know and corrections will be made. Thanks...

Tom Helvig, CTRCM, USN (Retired - 1975)
Command Master Chief 1974-1975
Volunteer Writer/Editor *The Jerseyman*
68 Boothby Drive
Mt. Laurel, NJ 08054
email: Thejerseyman@aol.com
© 2011 All Rights Reserved