



**THE JERSEYMAN**  
**Reunion 2002—The pride continues...**

We share just one of many emails received recently by Ed Campbell at the USS New Jersey Veterans website...www.usnewjersey.org - reprinted here for our volunteers...

“Son Of USS New Jersey Veteran...

Ed, I wanted to let you know that I was there Friday 9-13-02 at the USS New Jersey after the Wreath Laying Ceremony. I was in Awe as I walked up to the ship and could not believe the size and beauty of her!!!! My day could not get any better after coming aboard and knowing my Dad served on this magnificent ship. I have so many stories to tell but what made my day was having my Dad's original Log book with me. My mother told me to bring it with me it might help. Well it did. I not only meet a man who was in the same division (4th division ) as my Dad, but remembered him as well !!! What a thrill to meet some one to remember my Dad after 50 years. I also had men approaching me about the Log book because it was the first log book made of the New Jersey. I also found out what a Plank Member is. I do not remember my Dad talking about Plank Members, anyway my Dad served from September,1943 to late 1946 and having the log book with me opened a lot of conversations with everyone from my Dad's era to Korea, to Vietnam, to Beirut, to the Gulf war!! What a thrill to meet these men and talk about their experiences I also meet a man Dan? Don't remember last name, who took me all around the ship from Top to bottom and told me everything he knew about her!!!! Ed I could go on and on all night and tell you what an incredible thrill I had today aboard Her and the men I met!!!! When I got home my Wife saw how excited I was and I talked to her for hours during dinner, and after dinner. She wants me to bring my son and daughter up later this month and get some pictures so we can get them framed for a family picture. I just wanted to let you know how incredible of a day I had!!! Please keep me on your e-mail and mailing address to keep in touch and anything I can do please let me know,  
 Thanks..

Thomas A Donahue Jr.

Son Of Thomas A Donahue Sr ( 1925-1989)

Veteran of USS New Jersey 1943 to 1946.”

(The Jerseyman plans to reprint other Reunion 2002 emails for All Hands in future issues...)

**“Shipmates...” USS New Jersey Reunion - 2002...**



**Issue # 23**  
**October 7, 2002**

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**Our visit to  
USS Intrepid  
October 19th...**

**To All Battleship New Jersey Volunteers and staff...**

**An email to *The Jerseyman* from Ed Campbell, Webmaster/Director USS New Jersey Veterans Inc.**

"Tom, Since you suggested *The Jerseyman* is a good place to communicate with the volunteers who upgraded and maintain our ship, tell them how much we appreciate the outstanding work they did. Our ship looks as good as she ever did and probably better. Teak deck notwithstanding, BB-62 is beautiful. As for the way we were greeted at our recent reunion, I don't really know what to say that could express how I felt. That has been said by virtually all who attended. To those who were involved in the setup and execution of that plan "Thank You" is hardly enough. Right down to the announcements from the quarterdeck, over the IMC, it was the most outstanding experience I can recall (perhaps including the birth of my children). It was indeed something I will play over and over again in my mind for the rest of my life. The casual "welcome home" offered by the volunteers still causes my eyes to water in recollection. Ed...

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(Note: The following was posted to USS New Jersey Veterans at their website last week, and reprinted for our USS New Jersey volunteers...)

**"It's hard to believe the reunion is behind us. A week ago yesterday more than 500 members, wives, children and grandchildren gathered on the fantail of the *USS NEW JERSEY* to pay tribute to the fallen warriors of four wars and to celebrate our ship. More than 1,350 men, women and children sat quietly through the invocation, wreath laying ceremony, listened to a young man sing "Proud To Be An American" and shed quiet tears.**

The day began with the bus ride from the three hotels in Cherry Hill. Three hotels because, for three days we owned the Hilton Hotel Cherry Hill and most of the nearby Holiday Inn, and Clarion. As the buses, 21 air-conditioned coaches, arrived at the back gate of the Tweeter Center in Camden, veterans and their families disembarked for a short walk to the pier to gaze upon the eighth wonder of the world - *USS New Jersey*, all 887 feet of her as beautiful as any of us can remember her.

The walk down the fifty yards of pier was quiet as we passed in review before the Marine Honor Guard - US Marines in Full Dress Blues who saluted as we passed. I was 22 again and ready to go to war. The heart pounded with pride. The stomach wrenched in anticipation. Who were these motley civilians surrounding me? I so badly wanted to return the salute. Mere words cannot describe the full range of emotions experienced that day and, as I write this they return as welling tears behind these old eyes. I didn't cry that day. I was a warrior, a fighter. Warriors do not cry but rather turn those emotions into determination and perceived invincibility. I know you understand. It was PRIDE! GOD! It was good and it will remain with me the rest of my life.

Sixty-eight of us were Vietnam vets, including our Captain J. Edward Snyder (now RADM Retired) and several of our officers. A quiet man, who didn't have to raise his voice to command. Now, as then, all he had to do was look you in the eye and ask. Love? Respect? Or was it that combination of feelings only shared by a team so tuned to each other and the moment that in retrospect you had to ask "Did he say that?" The loose salute and "Aye, Aye Sir" shared only by men who knew... Some things never change. If you're beginning to feel like you missed the event of a lifetime if you weren't there, you really do understand. I'm truly sorry for those who were not able to attend.

This was the first reunion that did not offer tours and side trips. No bus to Atlantic City. No caravan to Philly and no complaints for the lack of things to do. What you could see was comrades gathered in the hotel lobby, adjacent restaurant, the bar or Ballroom. From before 6 AM to well after midnight the place was alive with conversation and laughter. I don't know what else I can say. It was the best. For me it was good to see all of you who attended - meeting some of you for the first time, seeing some of you again after a long time.

For those of you who could not attend...maybe next year. For those of you who have shared your photos with me, Thank you. I'll post them on the site soon along with some of my own.

S/Ed Campbell

Webmaster/Director

USS New Jersey Veterans Inc. - [www.ussnewjersey.org](http://www.ussnewjersey.org)"

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On behalf of all Volunteers and staff of Battleship New Jersey— Bravo Zulu Veterans of *USS New Jersey* (BB 62)

"Fair winds and following seas... - *The Jerseyman*

## USS New Jersey Reunion Radiomen... "I can remember..."



### All Hands!

We ask all USS New Jersey Veterans to send your naval history story/photo to *The Jerseyman*!

We also ask any sailors whose ships may have "steamed in company with USS New Jersey," to share their stories as well. Don't delay—your experiences with (BB-62) are historic, they should be documented for the grandkids.

Share them with All Hands in...  
*The Jerseyman*

Reunion Radiomen from two eras, share a story... L/R are Don Randall (1943), A.C. Smith (Vietnam), Bob Westcott (1943), Richard Stone (1943), and Anthony Petrielli (1943). They are in USS New Jersey's original radio room located on the 3rd Deck off Broadway. *The Jerseyman* wonders if they remembered where the coffee pot was kept...

(Photo courtesy of Margaret Burgess—KB2BRR)

## USS New Jersey Special Reunion 2002 Issue...

*The Jerseyman* was asked several times last week why the ship's special reunion issue was so small... An explanation follows...

First, we adopted Adobe Acrobat a few weeks ago, and the main purpose for going to Adobe was to offer the volunteers more content, smaller files, and shorter download times. In addition to a "learning curve" for *The Jerseyman*, much testing was also tried with these beginning issues.. We also keep in mind that there are many old computers out there, and varying degrees of computer user comfort among the volunteers... I guess you could say we are walking very slowly before we begin to run....

The second consideration is that many volunteers have offered to share reunion photos (both digital and prints) to *The Jerseyman*. We are now a couple of weeks past the reunion and we are still receiving these much appreciated photos... We can advise our readers that many of these photos will be shared in future issues of *The Jerseyman*...

It should also be remembered, that even with Adobe, downloads may still take several minutes, but the Issues are also much larger and with many more photos... Downloading is like a 1" pipe carrying 500 gallons of water—if you install a larger 3" pipe, the 500 gallons go faster. Many computers have varying degrees of "pipe" capability from their Internet Service Providers (ISP). For this reason, individual downloads on *The Jerseyman* can vary anywhere from 2 minutes to 6 minutes. We are only gradually expanding our issue content for this reason...

We thank All Hands for your continued patience, and thought we should share some of the technical reasons on why *The Jerseyman* seems to be showing a few "growing pains." We ask you to please bear with us, and notice that this issue is now 8 pages long, and we hope a much shorter download time for most of us. Adobe Acrobat has given us a great chance to expand *The Jerseyman*. We have come a long way from 1 sheet of paper printed on both sides... Thanks again for your patience... *The Jerseyman*

## *“The log... of the U.S.S. New Jersey - 1943 - 45”*

At the end of World War 2, Captain C.F. Holden, (1<sup>st</sup> Skipper of USS New Jersey), and Captain E.T. Wooldridge, (2<sup>nd</sup> Skipper) jointly published a small booklet with the title shown above... The final entries of the USS New Jersey log are dated September of 1945 – now over 57 years old. In honor and recognition of those World War 2 crewmen who served aboard USS New Jersey, *The Jerseyman* reprints these entries...



*USS New Jersey – 1943*

(US Navy photo)

**“13 Sept. 1945 - The New Jersey got underway for Japan at 1330. What a day! After 200,000 miles of the Pacific, the big “J” was now headed for the Mikado’s front door and she could sail right in without having to knock it down with her big guns. She cruised along at 16 knots with her running lights on and movies on her fantail for the first time in her life. Life seemed wonderful for the Jersey and Tokyo was only a few days away.”**

**“15 Sept. 1945 – The New Jersey dropped anchor at Wakayama on the main Island of Honshu. The long trip to Tokyo, that had started some 200,000 miles before for the Jersey, was now only a day away. On the starboard side a hospital ship loaded with Americans who had spent the war in the hands of the Japanese passed headed for the good old USA. A loud cheer went up from the crew that lined the deck and, though it’s not written in the ship’s log, some swear that they heard the deep throated voice of the Jersey join in the yells.”**

**”17 Sept. 1945 – Tokyo at last. The mighty New Jersey looked over the harbor at Tokyo Bay as a conqueror should look. She was proud, she had the situation in hand and she aimed to keep the peace until time ran out. The New Jersey had come through the war without a scratch from enemy action. Quite a remarkable feat for a lady who has fought the Japs all the way from Guam to Tokyo; and now she rolled placidly in Tokyo Bay with the world at peace.”**

## Battleship Development...

As most of us know by now, there are future plans to provide a museum space for “Battleship Development” on the Battleship New Jersey’s maindeck, portside. In preparation for this new area, *The Jerseyman* has been asked by Scott Kodger, Curator of Battleship New Jersey, to begin a series on “Battleship Development.” The story will be a long one, and one that finally ends with the ships of the *USS Iowa* class. That does not mean that there were not more battleships on the drawing board, there were... *USS Iowa* Class BB 65 (*USS Illinois*), and BB66 (*USS Kentucky*.) They were both begun but not completed, and the mammoth follow-on “*Montana*” class was to be the next in line. But the *Montana* never got much further than design phase. Battleships were no longer capital ships even in 1943... they reluctantly, and quickly, gave way to Aircraft Carriers.

Although *USS Wisconsin* (BB 64) was numbered after *USS Missouri* (BB 63), it was the Big “Mo” *Missouri* that bears the distinction of being the last US Navy battleship commissioned and put out to sea in June of 1944...

Rather than follow a rigid line of succession beginning with, and from late 19th century US Predread-noughts, *The Jerseyman* will skip around a bit, and begin with “*Alaska* Class” - Large Cruisers. In fact *Alaska*’s were designed as being an entirely new type of ship **between** Battleships and Cruisers.

Two other points of interest are that the *Alaska* Class ships were built right here in Camden... and, *Alaska* Class ships were NOT named after states... the class was in fact named after US Territories...



### US NAVY HISTORY OCTOBER...

1. **October 13, 2002, is the 227th birthday of the United States Navy.**
2. **Fleet Admiral William F. Halsey, Jr. was born in Elizabeth, NJ on October 30, 1882.**

Admiral Halsey would be 120 years old this month.

3. **On October 12, 2000, the USS Cole was attacked by terrorists in the port of Yemen. USS Cole lost 17 sailors killed and 36 wounded...**

### “*Alaska* Class” - “Large Cruisers”...

There were six *Alaska* class ships ordered by mid-year 1940. Designed as a new ship type between Battleships and Cruisers, the *Alaska*’s were much closer to traditional US Navy Cruisers than Battleships or Battlecruisers. Many design differences also made them stand out—such as a single large rudder (difficult to maneuver), and the hangars and catapults were located midships. But, the *Alaska*’s side armor was also much more extensive than standard U.S. Cruisers.

Because of wartime conditions, (and the increasing need for steel to produce escorts and landing craft,) in May of 1942 the original six *Alaska*’s were reduced to only two ships... The *Alaska* (CB-1), and the *USS Guam* (CB-2). The other four (CB-3 through CB-6,) were suspended along with the planned five *Montana* Class (BB-67) Battleships. Both *Alaska* and *Guam* did see combat service in the Pacific from early 1945, and served in carrier protection and surface-strike missions, but their primary intended purpose of fighting Japanese Heavy Cruisers was no longer a possibility this late in the war. After the war ended, both *Alaska*’s returned to be placed in the reserve fleet until they were finally scrapped in 1960 and 1961.

To send an email directly to  
*The Jerseyman*, logon to  
[www.ussnewjersey.com](http://www.ussnewjersey.com)

## Battleship Development...

It is interesting to know that all six of the *Alaska* Class Large Cruisers were ordered to be built here in Camden, New Jersey. Had they been completed, the class would have included: *USS Alaska* (CB-1), *USS Guam* (CB-2), *USS Hawaii* (CB-3 cancelled), *USS Philippines* (CB-4 cancelled), *USS Puerto Rico* (CB-5 cancelled), and *USS Samoa* (CB-6 cancelled).

Several sources agree that the *Alaska* class large cruisers are the most mis-understood of all US Cruisers. The *Alaska*'s were intended originally as cruiser-killers, and to hunt and destroy enemy 8" gun cruisers being used in commerce raiding. They were often called "battlecruisers," but were probably more properly called "big cruisers", and the *Lexington* Class which were "true" battlecruisers, were considered "lightly armored battleships." We get "battlecruiser" qualification arguments either way. As *The Jerseyman* describes the *Lexington* Class battlecruisers in a future issue, it is seen that the size differences (*Lexington* at 51,200 tons full load vs. *Alaska* at 34,200 tons full load) are dramatic. The German ships *Bismarck* and *Scharnhorst* were both considered "battlecruisers", and also the British Navy's *HMS Hood*.

(*The Jerseyman* series on Battleship Development is taken from a number of battleship resources including: The Naval Historical Center, *An Encyclopedia of Naval History*, *Jane's Battleships of the 20th Century* and others.)



**"...Alaska Class Large Cruisers were built right here in Camden, New Jersey..."**

## "Alaska Class" - Large Cruisers...



Photo courtesy of "Haze Gray and Underway..."

***USS Alaska* (CB-1), built at Camden, New Jersey.  
Keel laid in December 1941. Launched August 1943.  
Commissioned June 1944.  
Length: 808'6"  
Beam: 91'1"  
Displacement: 34,200 tons (Full)  
Main Battery: Nine 12"/50 in three triple turrets.  
Secondary Battery: Twelve 5"/38 guns in six twin mounts.**

It is significant to remember that the two *Alaska* class Large Cruisers *USS Alaska* (CB-1), and *USS Guam* (CB-2) were both alongside *USS New Jersey* as part of TF 58 in early 1945. They served as screening protection for *USS Intrepid* (CV 11), *USS Franklin* (CV-13), and *USS Wasp* (CV-18). The *USS Alaska* was awarded 3 battle stars for her World War 2 service, and with her accurate anti-aircraft fire, helped save *USS Intrepid* from even more damage...

## The volunteer crew of *USS New Jersey*...

**Volunteer QM3 (Quartermaster 3rd Class) Bob Walters**  
**Battleship New Jersey Artifacts Manager**  
**USS New Jersey 1955 – 1957, USS Great Sitkan (AE-17)**



Over time,  
*The Jerseyman*  
 would like to  
 include all  
 USS New Jersey  
 volunteers on this page that  
 would care to participate.

If you look through  
 your picture albums and  
 come up with one that was  
 taken just “yesterday,”  
 please loan it to us at  
*The Jerseyman*...  
 - all photos will be returned.

Please print the following  
 on each photo:

Military Service, Rank,  
 Rate, Rating or Civilian...

Your Name,  
 photo year and location

And, if applicable...  
 Years of military service  
 Ship(s) or station(s)  
 Phone number

Thanks!

**Volunteer YNC (Chief Yeoman) USN (Ret.) Joseph Hopkins**  
**USS New Jersey crewman/plankowner**  
**May 1943 – March 1945**



*The Jerseyman* -  
 We goofed!

Last issue (#22), we  
 printed a BZ letter to  
 all volunteers for their  
 great service at  
 Reunion 2002.

We also left off  
 Pat Haines' name from  
 Volunteer Affairs—  
 and she wrote the  
 Thank You letter!  
*The Jerseyman*  
 regrets the error  
 and is on report...

**Volunteer Sgt. Gus Augustin, USMC**  
**Captain's Orderly**  
**USS New Jersey 1956—1957**



## Visit to *USS Intrepid* (CV-11)...

On Saturday, October 19th, *USS New Jersey* (BB 62) volunteers will board the bus for a visit to New York and the *Essex* Class Aircraft Carrier—*USS Intrepid*. To prepare for the visit, *The Jerseyman* offers a review of facts, statistics and some proud history of *USS Intrepid* (CV-11)...

**Class:** Essex (short hull group) Aircraft Carrier

**Launched:** April 26, 1943

**At:** Newport News Shipbuilding and Drydock, Newport News, Virginia

**Commissioned:** August 16, 1943

**Modernized:** 1954 and 1959

**Length:** 855 feet 10 inches—898 feet (as converted)

**Beam:** 93 feet

**Draft:** 32 feet

**Speed:** 30 Knots plus

**Displacement:** 27,100 Tons

**Armament:** WW2: 90+ aircraft; twelve 5-inch/38 caliber, 40mm and 20mm guns.

Post War: 45+ aircraft, four 5-inch/38 caliber guns.

**Source:** Ships Data Section

Office of Public Information—Navy Department

*USS Intrepid* and *USS New Jersey* first shared WW2 history in late October 1944, and also off of northern Luzon in November of 1944. It was during October and November and the Battle of Luzon that *Intrepid* suffered the first of multiple kamikaze attacks. On 29 October, *USS New Jersey* fired on its first Kamikaze and is credited with setting one afire that was headed for *Intrepid*, but “the blazing plane crashed into the port gun galleries of the carrier.” During her Pacific war action, *USS Intrepid* sustained 7 bomb attacks, five kamikaze strikes and one torpedo hit. Even with this major damage, *USS Intrepid* returned to action again and again after a series of repairs. Because of this tenacious return to battle, the *USS Intrepid*’s reputation was known among the Japanese as “The Ghost Ship”. Early in 1945, *USS Alaska* (CB-1), and *USS Guam* (CB-2) also joined up with *USS Intrepid*, *USS Franklin*, *USS Bataan*, *USS New Jersey* and many other ships for the Okinawa Jima campaign... the Philly and Camden ships saw their share of WW2 combat in the Pacific...

*USS Intrepid*’s battle record includes the sinking of two Japanese battleships and many other vessels. Her total air record included more than 600 enemy aircraft. *USS Intrepid* also served 3 combat tours off Vietnam and she was the NASA Prime Recovery Ship for the manned space program—twice, and she became the sea, air space museum in New York Harbor in 1982. The flight deck that we look forward to visiting, contains more than 30 aircraft representing all of the U.S. Armed services as well as British, French and Soviet Jet fighters.

### Battle reports...

**INTREPID** was given "sure" credit for shooting down thirteen enemy planes and assisting in the destruction of five others.

Air Group TEN's record alone included one hundred enemy planes shot down and another eighty-six destroyed on the ground, eleven ships sunk, two probably sunk, and forty-one damaged. It lost eighty-eight of its own aircraft, with twelve pilots, and three aircrewmembers dead or missing..

(*USS Intrepid* earned 5 battle stars for many of the same engagements as *USS New Jersey*...)