

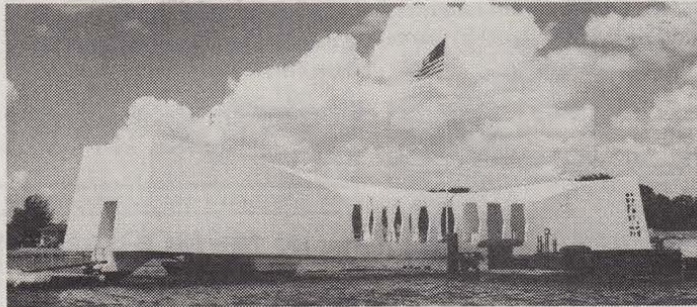


# Pearl Harbor - Gram



Official Publication Of  
The  
Pearl Harbor Survivors  
Association, Inc.

National Administrative Office  
867 N. Lamb Blvd., Sp. 28  
Las Vegas, NV 89110



OUR MOTTO: Remember Pearl Harbor—Keep America Alert

We are dedicated to the memory of  
Pearl Harbor and to those gallant  
Americans who gave their lives for  
their country on December 7, 1941.

Published Quarterly

Our Seventy-Fifth Issue

July 1983

## INDEPENDENCE DAY

JULY 4<sup>th</sup>...HAPPY BIRTHDAY AMERICA

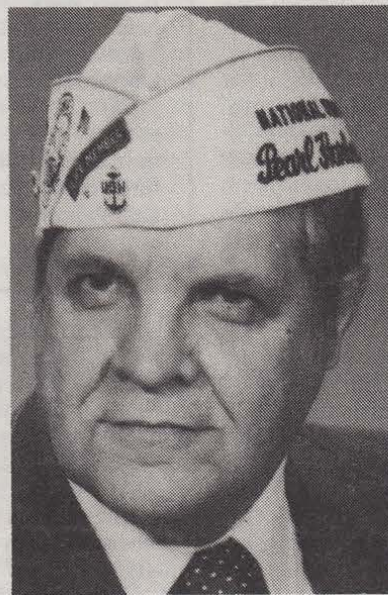
1983-84

NATIONAL PRESIDENT

OF P.H.S.A.

DALE SPEELMAN

(See page 10  
for additional  
new officers.)



## They Called Him "Kid"

(A Vignette of the  
Japanese Occupation)

By CONRADO GAR. AGUSTIN

This may seem just like fiction, but this is a true narrative of a boy, who, during the Japanese occupation, did his bit and died like a man for the cause of democracy.

His real name was Pedro Flores, but it does not wholly matter, because everybody called him "Kid." He was like any ordinary, healthy boy who does not mind missing his meals once in a while to play pranks and games. He was barely 13 when the Japanese caught him delivering messages of the guerrillas near his hometown in Cebu.

Maybe, like a normal boy, he cried out in pain from the tortures that the Japanese applied on him to extract whatever information he knew about the guerrilla movement. For that matter, despite his tender years, the Japanese might have found him a hard nut to crack. He was alone in his case when they finally transferred him to the New Bilibid Prison at Muntinglupa. It was the usual Japanese procedure not to convict any guerrilla suspect until his accomplices, if any, also fell into their dragnet.

(Continued on Page 2)

## The Survivors: A Typhoon Added Awesome Fury to War's Horror

*Earnest A. McKay's most recent book is A World to Conquer, the story of the first world flight of the Army Air Service in 1924. The book was published in the fall of 1981.—VFW Magazine.*

By EARNEST A. MCKAY

The destroyer escort *USS Tabberer* had rolled 72 degrees to one side and was still afloat. Although the sea was rough, the rolling was much less

and the peak of the storm had passed. Fifty-degree rolls no longer amazed anyone, but the swinging mast finally buckled and dangled dangerously over the starboard side. A damage control party braved the savage waves that swept over the slippery deck and cut it loose with a torch. Mast, or no mast, life was getting back to normal.

(Continued on Page 3)

## They Called Him Kid . . . (Continued from Page 1)

Because of his age, being the youngest, "Kid" became popular with the rest of his fellow-prisoners. He was not accorded any special privileges nor pampered but because he reminded them of their own "kids" back home, they gave their attention to him as they would to their own sons or kid brothers. Thus, he was not lacking in paternal and brotherly advice and proper guidance just as if he was with his own folks back home.

At first, being a Visayan, a few of his companions were prone to call him "Doy." But the sobriquet did not click with his boyish age — nor did "Pete" or "Pedring." So, eventually everyone called him "Kid" except the prison guards who called him by his number during the individual chock-ups.

One was easily affected by his childish nature. His face was often lit up with a typical boyish smile and his laughter echoed the carefreeness and unbounded joy of youth even behind prison bars. Of course, he had his "crying moments" too, when he would yearn for his mother, brothers and sisters. But these were just fleeting instances. It was not difficult to console him and, being a child, he quickly spent these moods.

As there was no one else of his age to play with, "Kid" usually turned his mischievous stunts on the older prisoners who goodnaturedly and tolerantly humored him along. Anyway, he was not hard to dissuade whenever he overplayed his pranks. He was a mere kid, but like a man among men, he suffered unflinchingly and without complaint the intolerable rigors of prison life — its tortures, hunger and disease. Even the Japanese must have realized that though he was just a boy, he was equally as dangerous as any unreconciled guerrilla to the harmonious set-up of their Co-Prosperity Sphere. So they took no chances and sentenced him to life imprisonment.

It was notable that the guerrillas entrusted him with delicate and dangerous missions, yet he acquitted himself ably with the faith imposed on him. He performed his duties well and like a man who is cognizant of his re-

sponsibilities to a cause, knew that the "messages must go through" at all costs. When his mission was accomplished, he was his own boyish self again — playful and filled with laughter, unmindful of life's worldly cares and perils!

To be sure, he hated the Japanese. They killed his people, destroyed their homes and caused so much misery all through the countryside. And, with still fresh scars on his youthful body as reminders, they tortured him. He would always remember them for that! But probably, he hated them more because they proved themselves as nuisances and obstacles to a boy's natural urges of playing his games unhindered and undisturbed with shouts of "kuras!" and endless ceremonious bowing before bowlegged gods who were always around with fixed bayonets.

In the early part of 1944, the Japanese asked for "volunteers" to work in the Davao Prison Colony. Those with long prison terms and physical fitness were preferred. Among the 400 military prisoners eventually chosen for the Davao assignments, "Kid" was included despite his physical immaturity.

Once in Davao, many of the prisoners fell victim to the prevalent tropical diseases due to vitamin deficiencies and hunger, while some were able to escape. "Kid" took his chance, too, and made his successful, bold bid for freedom in broad daylight. However, two weeks later, the Japanese caught him while he was on his way to the Davao capital. He was immediately returned to the prison camp.

To serve as a warning to the other prisoners, the Japanese tied "Kid" securely in spread-eagle fashion to the barbed-wire fence of the prison stockade. For three days, thus, they left him exposed to the sun, without food and water; with the sharp points of the barbed-wire sticking cruelly into his young body; with his hands and feet swelling horribly as the ropes slowly and painfully cut through his flesh. It was a terrible agony for a man to suffer. And "Kid" was just a boy.

## PEARL HARBOR GRAM

Published Quarterly by  
PEARL HARBOR SURVIVORS ASSOCIATION, INC.

**National President:** Dale Speelman, 870 Brighton Ave., Toledo, OH 43609. Telephone 419/382-8433.

**National Vice President:** Thomas J. Stockett, 38 Brentwood Rd., Woburn, MA 01801. Telephone 617/933-6096.

**National Secretary:** Hal Pickard, 867 N. Lamb Blvd., Sp. 28, Las Vegas, NV 89110. Telephone 702/452-5820.

**National Treasurer:** Wallace J. Kampney, P.O. Box 6335, Syracuse, NY 13217. Telephone 315/446-9346.

**Honorary National President:** M. Gene Lindsey, 1609 Vieth Drive, Jefferson City, MO 65101, Telephone 314/635-4642.

**Editor, Pearl Harbor GRAM:** Ken Creese, P.O. Box 96, Los Alamitos, CA 90720. Telephone 213/594-0442.

### IN MEMORIAM!

It is with deep regret and sorrow that we announce the passing away of one of our "Founding Fathers" of the Pearl Harbor Survivors Association.

Brownie was an active member of National Chapter One. He was the person who always thought about the other person, never himself. If you were sick or needed help, he was there. He has been an inspiration to us all. Our heartfelt sympathy goes to his family in this time of sorrow. It is with great sadness in our hearts that we say farewell to our dear friend and shipmate.

*Smooth sailing,  
Brownie . . .*



**Raymond Allen Brown**  
*USS West Virginia*  
**Born May 11, 1908**  
**Died March 21, 1983**

The heat, hunger and thirst began to take their effects on him and in desperation, he exerted his whole efforts to free himself from his bonds. The Japanese in the guard tower saw "Kid's" frantic struggles and shot him with his rifle. Another Japanese came over and cruelly finished him off with several savage bayonet thrusts. Later, the Japanese ordered some of the awe-stricken prisoners, who were helpless witnesses to the wanton display of brutality, to cut down and bury his butchered corpse.

Certainly, "Kid" was not yet of age to fully understand such terms as "idealism" or "the right to life, liberty and the pursuit of happiness." But as a boy, he

must have enjoyed reading about "King Arthur and the Gallant Knights of the Round Table." ("Kid" was a fifth-grader when the war broke out.) He must have imagined himself as a young knight-errant on the trail of the "Holy Grail" while serving as a courier for the guerrillas. He must have been aware, too, that his trail was fraught with danger and beset with modern ogres and dragons. But for all he cared! To him it was just a glorious adventure that a young boy like him can experience once in a lifetime.

To repeat — "Kid" was not more than a boy, barely 13 years of age, but in the end, he died like a man for his country and the cause.

**Toledo Ohio Chapter Three**  
**Supports the GRAM**  
Pearl Harbor Survivors Association — YES  
Another Pearl Harbor — NEVER!!!

## Typhoon Added Fury . . . (Continued from Page 1)

Twenty-nine-year-old Lt. Cdr. Henry Plage, a product of Georgia Tech's ROTC program, headed his ship for the 3rd Fleet rendezvous. It was Dec. 18, 1944. The fleet had attempted to fuel at sea after the invasion of Mindoro in the Philippines so it could continue its attacks against the Japanese. Instead, the fleet was caught in one of the worst typhoons in history.

Now, at least, everyone on the *Tabberer* was breathing easier and the cleaning up had already begun. Ralph Tucker, chief radioman, was busy rigging an emergency antenna between the Flag bag and a gun mount when he heard a shout. Looking in the direction of the cry, he saw a man off the starboard beam. Tucker yelled, "Man overboard."

Plage immediately sailed downwind and then turned upwind as though he was approaching a mooring buoy. It was a normal procedure, but he lost steering control as he slowed speed in the heavy sea and wind. The ground swells and cross seas drove the bow of the *Tabberer* away from the exhausted man. It was maddening.

The captain decided to go upwind. He thought that if he sailed the ship broadside the wind might blow it toward the man. Once broadside the steep rolls dipped the edge of the main deck into the water. Rolling toward the struggling survivor, everyone on the deck wondered if he would be rescued or run over. Plage thought the ship and crew were like a tumbleweed blowing in the breeze.

When closer, Bob Surdam, the exec, shouted to the man to put the line that was thrown under his arms. Weak, but still conscious, the man did as he was told. When the ship came out of a slow roll and the water washed away, the man was on deck as if he were a big fish. By now he was unconscious and taken below. The stranger was obviously not from the *Tabberer*. When he revived, it was learned to the crew's surprise that he was from the *USS Hull*. This was the first news in the fleet that a destroyer had capsized in the typhoon.

Word about the survivor spread through the ship like lightning. Men rushed on deck

to help. The 24- and 12-inch searchlights scanned the wild ocean, but whitecaps were everywhere and look deceptively like men's heads. Nevertheless, in another hour or so, 10 stray men were fished out of the rough sea. Two survivors told Arthur Carpentier, the engineering officer, that the *Tabberer* had passed close by a number of times before they were saved. He wondered how many other helpless men were out there.

Jim Mark's, the *Hull's* captain, had stepped off his bridge into the sea and was one of the lonely men who fought for his life. He must have asked himself why fate had dealt with him so harshly. Strangely, he developed a craving for something to eat and chewed on a whistle. It did not taste very good so he took a piece of leather from his shoe and chewed away. That was more appetizing.

About the same time, a few men from a second destroyer, the *USS Spence*, tried to organize themselves. Their ship, light in fuel, had rolled to about 75 degrees and recovered. A couple of rolls later there was no recovery.

George Johnson, a chief watertender, had been with the *Spence* since it was a proud part of Arleigh (31 Knot) Burke's Little Beaver Squadron in the Solomons. Just before the final roll, he had wandered topside near the radio room. In no time, the ship lay on its side and Johnson walked off the forward stack into the sea.

Johnson stared at the *Spence*. It was eerie in the dim gray light. Soon, the ship broke in half and went down. The boiler exploded and Johnson thought the depth charges would be next. Instead, the ship sucked him deep down into a vacuum. When he returned to the surface, his lungs were ready to burst.

In a few minutes, Johnson found a 7-foot life raft. Although it seemed impossible to survive in the raging sea, 29 men surrounded their only hope. Soon the number of men dwindled. One of the first to die was a young mess cook, 18 or 19 years old. Near the end, he took a ring off his finger and told another man to be sure that his mother got it. Other weary men were



Members of the Pearl Harbor Survivors Association listen to speeches during ceremonies marking the opening day of the Staten Island War Memorial Ice Hockey Arena. —S.I. Advance Photo by Steve Zaffarano

simply brushed away by the mountainous waves.

Johnson took charge of the forlorn group. The important thing was to stay awake. Sleepy men were sure to drown. Johnson decided that the best way to stay awake was to talk. He talked and talked. After awhile nobody listened but he didn't care. He thought, too, of his wife and the baby daughter he had never seen.

The next day the hallucinations began. Some saw islands and green grass. One man was positive he saw a refreshment stand and swam toward it. He never returned. Even the strong-minded Johnson lost touch with reality now and then. Oddly, he found that the false images sometimes helped. They gave hope and passed time.

As the men grew weaker, sharks seemed more aggressive. For a long time they had quietly followed the raft. Johnson found some grease and he had the men coat themselves. It was supposed to be an old trick to ward off sharks. A shark bit a man in the arm and tore off a large piece of muscle. Blood spilled around them. Everyone knew that blood attracted sharks, yet mysteriously they did not attack again. Maybe the grease worked. Still, no one came to their rescue.

Plage, on the bridge as dawn broke, had not given up. In the early hours he picked up six more men. The sixth man was Jim Marks, extremely weak and badly battered. When the hungry Marks was offered hot soup he could not even keep it down.

Through the morning the ex-

cited young crew made more rescues. Plage's ship handling came as no surprise to them. They had often marveled at his skill. He had a natural talent, they thought, like the gift of a natural athlete.

Boatswain's Mate First Class Louis Purvis worked with Lt. Fred Korth on the nets thrown over the side. Purvis dived into the water for someone and his slackened line tangled on an underwater dome. As seconds passed, men on deck feared he had drowned. Purvis, however, slipped out of his life jacket and came up on the other side. His shipmates claimed he was the only man ever keelhailed in the modern Navy.

One man was too weak to reach for a life ring when a large shark appeared nearby. Bob Surgam dived into the sea despite the shark and placed a line around the man. Robert Cotton, a torpedoman, jumped in to help. The lucky survivor was Cyrus Watkins of the *Hull*.

Plage received a message to proceed on a new course for the fleet rendezvous. As soon as he changed course, another man was spotted. This discovery convinced Plage to make another careful search. He found still another man and kept on searching. By now it was impossible to reach the rendezvous on time as ordered. When he finally resumed the course, everyone on board hoped there would be some reason for delay.

In another 20 minutes a sighting was made two miles away. This had never happened before. As the ship came closer,

(Continued on Page 4)

# Old Veteran Will Be on Hand for Ceremony

By **BOB ANDREW**  
Staff Writer

Although he's 89, no one will have to lead Frank Aissa around the *USS New Jersey* following the commissioning ceremonies. As an old battleship sailor with more than 30 years service, he'll feel right at home.

Oh, there are a few differences between this *New Jersey* and the battleship by the same name he served on during World War I. There are no coal scuttles, for instance, since the modern ship is powered by fuel oil.

And the 12-inch and 8-inch guns of his *New Jersey* would have been classed as "secondary armament" aboard its refurbished namesake, equipped now not only with 16-inch guns but with both Tomahawk and Harpoon cruise missiles with ranges up to 1,500 miles.

But Aissa is coming less to see the battleship than to pass along tradition in the form of the commissioning pennant from the *New Jersey* (BB16) to the *New Jersey* (BB62).

The commissioning pennant — a narrow flag with a single row of stars on a blue background, a red stripe and a white stripe — is hoisted to the tip of the mast the instant a ship is commissioned and continues to

fly as long as the vessel remains on active duty.

The pennant Aissa will give to the ship won't be flown, of course, because after 62 years it's too fragile for that. It will be carefully protected and displayed.

Aissa, who lived in Long Beach for many years before he moved to Fremont in September 1981, rose through the enlisted ranks during a long Navy career and became a commissioned officer during the rapid expansion of the service in World War II.

He was a chief when he acquired the commissioning pennant after the coal-burning ship was decommissioned at the Brooklyn Navy Yard in 1920.

"They assigned a temporary commanding officer to her for the decommissioning, a lieutenant commander he was," Aissa recalled. "By rights the pennant could have been his, but I asked him if I could have it because by then I had been aboard longer than anyone else. He said, 'Sure, I don't want it,' and just handed it over."

Aissa had been aboard since April 1917, and spent all of World War I on the ship, making five round trips from the U.S. to Europe — escorting troops

over, then ferrying wounded servicemen home.

"We had to make bunks for them by fitting pipe racks from the deck and stringing wire between the pipes to hold up their mattresses," he recalled.

Aissa was in charge of the ship's canteen and he couldn't figure out why so many of the homeward bound soldiers on one trip were asking him for olives and ketchup.

"Finally one of 'em told me a sailor had told him that eating olives dipped in ketchup would keep him from getting seasick," Aissa chuckled. "A couple of 'em told me that it worked, but I think it was all in their mind anyway."

Before he was assigned to the old *New Jersey*, Aissa spent a few months aboard the *USS Utah*. During that stint, he was a member of the Navy shore party in Vera Cruz, Mexico, that kept Pancho Villa from intercepting a shipment of ammunition.

Aissa made chief yeoman in

January 1918, and planned to retire after 30 years service. He was 11 months short of that goal when the Japanese attack on Pearl Harbor changed his plans.

By then he was assigned to the light cruiser *Phoenix*, one of the few ships to clear the harbor during the surprise attack. On the way to sea, the *Phoenix* steamed past the upturned bottom of one of his former ships, the *Utah*, which was slowly sinking in the harbor mud.

Now, even the *Phoenix* has disappeared. It was transferred to the Argentine Navy a few years ago and sunk — under its new name, the *General Belgrano* — during last year's Anglo-Argentine war over the Falkland Islands.

Does the old battleship sailor wish he could re-enlist for one hitch on the modernized *New Jersey*?

"Yeah, I do!" he said with a wistful grin.

Reprinted from the *Long Beach Press-Telegram*.

## Typhoon Added Fury . . . (Continued from Page 3)

the men saw the reason. Seven men were in a circle. George Sharp, the engineering officer of the *Hull*, had insisted on lashing them together. One man had no life jacket and he was placed in the center. He had spent the night on a mattress that was about to fall apart when he came across the little group.

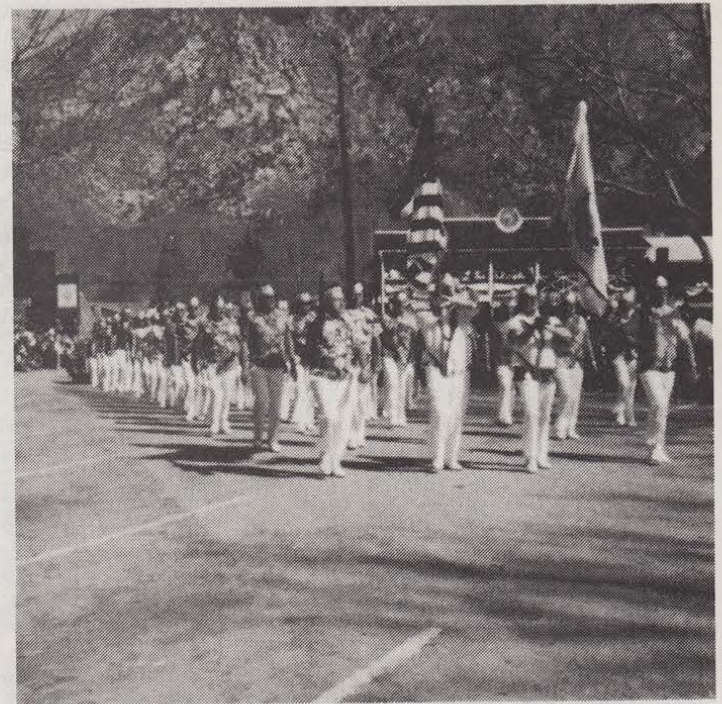
Plage was now three hours late. As he pondered whether or not to forget his orders, a message arrived from Adm. William F. Halsey to remain in the area until morning.

By July 20, Johnson's group had been adrift for 50 hours. Only 14 men remained. Soon Johnson saw a ship approaching that he was certain was Japanese. Then the ship started firing. This had to be the end. But he was wrong. It was the dismasted *Tabberer* firing into the water to ward off sharks. The 14 became the last survi-

vors. Fifty-five had been recovered.

Six men from the *USS Monaghan*, a third destroyer that had capsized, still drifted in the sea. Evan Fenn, one of the six, suffered from severe leg lacerations, but he refused to give up. On the 21st he confidently told the others they would be rescued that day. Sure enough, he was right. They were discovered by the *USS Brown* and became the *Monaghan's* only survivors. Only 98 men were rescued by all the ships in the 3rd Fleet. Almost 800 were lost.

The *Tabberer* made a strange sight sailing into the anchorage at Ulithi. When it came into view of the giant *USS New Jersey*, Plage received a blinker message from the battleship, "What type of ship are you?" The tired Plage replied, "Destroyer escort. What type are you?" He received no answer.



Eighty-two Marching Pearl Harbor Survivors during Whiskey Flats Day Parade in Kernville, California. (Feb. 1983)

### Social Security Now Allows More Income

Effective Jan. 1, the Social Security beneficiary can earn more and still receive benefits without penalty. Mark these figures down if they apply . . .

Age 65 to 69 — was \$6,000, goes to \$6,600 a year.

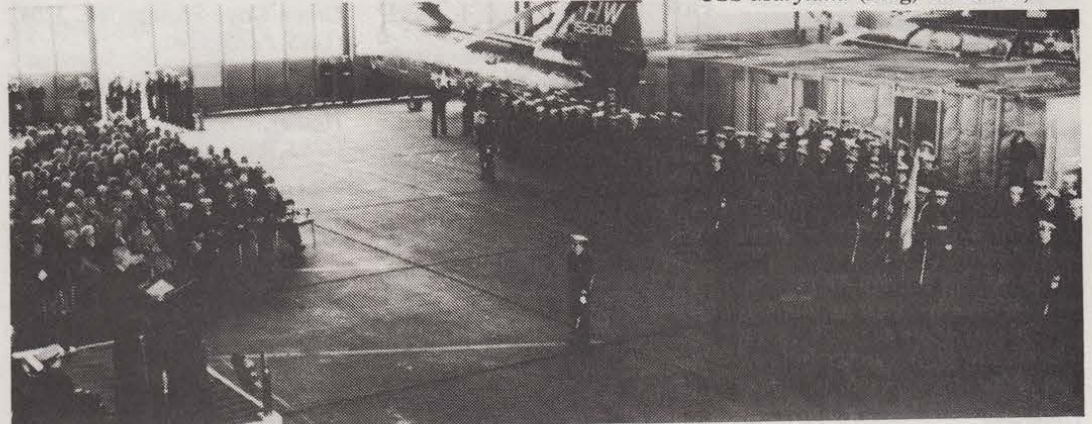
Under age 65 — was \$4,400, goes to \$4,920.

Over age 70 — earn any amount, it was age 72.

# MEMORIAL SERVICES AT NAVAL AIR STATION, NORFOLK



Left to right: Lt. Liguori, Chaplain Corps, USN; Commander E. L. Peterson, CO of Helicopter Support Squadron 6 (HC-6) who hosted the affair; Vice Admiral T. J. Kilcline, Commander Naval Air Force Atlantic Fleet; Admiral E. P. Holmes UNS (Ret.), the guest speaker; Chapter President E. J. Bohienstiel (VP22); and Acting Chapter Chaplain Will Hamm (USS California). Admiral Holmes was attached to the USS Maryland (Flag) on Dec. 7, 1941.



Admiral Holmes delivering his speech.



Admiral Holmes and the survivors present at the ceremony.

Right to left: Earl Selover (USS Maryland — Flag), Virginia State Chairman; James C. Martin (USS West Virginia), immediate past Virginia State Chairman; Harry Hopkins (USS St. Louis), past Virginia State Chairman.



# NEW MEMBERS

The second quarter of 1983 closed with a grand total of 147 new members joining PHSA.

Congratulations to all who have helped achieve this excellent increase in membership since the first quarter of 1983.

The *Gram* welcomes each of them to our association.

Due to the unauthorized use of the names and addresses of a new member printed in the *Gram*, the full address is not listed. If any member desires to obtain the full address of a fellow survivor, please contact the National Vice-President, who is the Membership Chairman:

Thomas J. Stockett  
National Vice-President  
38 Brentwood Rd.  
Woburn, MA 01801

Accounting of new members by state:

Alabama	2
Alaska	2
Arizona	0
Arkansas	1
California	42
Colorado	3
Connecticut	2
Delaware	0
District of Columbia	0
Florida	15
Georgia	4
Guam	0
Hawaii	0
Idaho	0
Illinois	3
Indiana	2
Iowa	1
Kansas	1
Kentucky	1
Louisiana	0
Maine	1
Maryland	4
Massachusetts	2
Michigan	2
Minnesota	2
Mississippi	0
Missouri	0
Montana	0
Nebraska	2
Nevada	1
New Hampshire	0
New Jersey	3
New Mexico	0
New York	4
North Carolina	4
North Dakota	0
Ohio	6
Oklahoma	4
Oregon	2
Pennsylvania	7
Puerto Rico	0
Rhode Island	0
South Carolina	4

South Dakota	0
Tennessee	0
Texas	9
Utah	0
Vermont	0
Virginia	6
Virgin Islands	0
Washington	4
West Virginia	0
Wisconsin	0
Wyoming	0
Foreign (Austria)	1
	<hr/>
	147

### BY DISTRICT

First	45
Second	6
Third	10
Fourth	10
Fifth	8
Sixth	30
Seventh	28
Eighth	9
Foreign	1
	<hr/>
	147

New Members for the	
Period 2/83 to 5/83	147
<b>Total Association</b>	
Membership	9232
* * * *	

- SISK, Jesse L.  
Manchester, TN 37355  
(*USS Phoenix*)
- STORMS, Herod H.  
Kerrville, TX 78028  
(*USS Breeze*)
- REITE, Theodore C.  
Walnut Creek, CA 95496  
(VP-22, Ford Island)
- ROGERS, Norman L.  
Chula Vista, CA 92010  
(VP-25, Ford Island)
- TRACHTA, Stanley W.  
Tucson, AZ 85704  
(*USS West Virginia*)
- GILL, Ralph L.  
San Diego, CA 92104  
(A&R, Ford Island)
- GOODMAN, James H.  
Seattle, WA 98117  
(Marine Det., Ford Island)
- HOVDE, Leo A.  
Rockville, MD. 20852  
(*USS Rigel*)
- MICHALIC, George  
West Frankfort, IL 62896  
(*USS Vestal*)
- RADCLIFFE, William T.  
Glenwood, MD 21738  
(*USS Selfridge*)

- RESHETAR, Harry  
Euclid, OH 44117  
(97th C/A, Fort Weaver)
- REGGIERO, Lorenzo J.  
Warwick, RI 02889  
(35th Inf. Reg.  
Schofield Bks.)
- GARBUTT, John R., Jr.  
Wetumpka, AL 36092  
(HQ 5th Bomb Grp.  
Hickam Field)
- GILLIAM, Julian W.  
Green Cove Springs, FL 32043  
(*USS Patterson*)
- GREEN, Rue S.  
Hemet, CA 92343  
(*USS Wasmuth*)
- CAUSEY, Troy H.  
Jacksonville, FL 32205  
(Flag, *USS Pennsylvania*)
- RAUCH, Harold C.  
Camino, CA 95709  
(*USS Curtis*)
- ROACH, Joseph E.  
Lewiston, ME 04240  
(Fort Armstrong)
- SAMPLE, Frank W.  
Portland, OR 97220  
(*USS Argonne*)
- GIAQUINTO, Nicola P.  
Torrance, CA 90501  
(*USS Argonne*)
- GOFF, John F.  
Bay City, MI 48706  
(*USS California*)
- GRIMES, Ivan B.  
Corvallis, OR 97330  
(65th Eng. Schofield Bks.)
- GUSTAFERRO, Joseph F.  
Fairfax, VA 22031  
(Navy Yard, Navy Misc.)
- HELMQUIST, Roland T.  
Vonore, TN 37885  
(*USS Neosho*)
- BASTIAN, LaVern R.  
Barron, WI 54812  
(481st Ord. Co. Hickam Field)
- KOHNLE, Wilbur F.  
Florissant, MO 63031  
(*USS St. Louis*)
- KRUEGER, John E.  
Lavalette, NJ 08735  
(*USS San Francisco*)

- LOOMIS, Prentice R.  
San Diego, CA 92109  
(Utility Sqd. 1, Ford Island)
- MAGARE, William B.  
Wilton, CA 95693  
(*USS Pennsylvania*)
- WILCOX, Arden J.  
Ft. Washington, MD 20744  
(*USS Maryland*)
- BOWLBY, George D.  
Seattle, WA 98133  
(*USS Taney*, Coast Guard)
- HOP, Harvey N.  
Ft. Lauderdale, FL 33308  
(VP-22, Ford Island)
- WAGGONER, George W.  
Baltimore, MD 21221  
(19th Inf. Reg. Schofield Bks.)
- CREVISTON, John R.  
Torrance, CA 90505  
(*USS Phoenix*)
- WILSON, Jack A.  
Rialto, CA 92376  
(*USS Nevada*)
- DONAHO, Doyle G.  
Normangee, TX 77871  
(VP-22, Ford Island)
- HARDEGE, Edward E.  
San Diego, CA 92119  
(VP-23, Ford Island)
- HILDEBRAND, Vincent M.  
Harvey, LA 70058  
(*USS Utah*)
- COUNSMAN, Randall F.  
Shalimar, FL 32579  
(86th Obs. Sqd. Bellows Field)
- KAMERY, Darrell V.  
Encinitas, CA 92024  
(*USS Maryland*)
- KURTH, Donald J.  
Billings, MT 59101  
(*USS New Orleans*)
- McCULLOUGH, Ilo M.  
Phelan, CA 92371  
(11th F/A, Schofield Bks.)
- SHORTSLEEVE, Neil L.  
Saratoga, CA 95070  
(*USS Tennessee*)
- TEDDER, Harvey I.  
Chula Vista, CA 92011  
(VP-22, Ford Island)

Continued on Page 7

# NEW MEMBERS

*Continued from Page 6)*

DAVIS, John F.  
West Australia  
(VP-22, Ford Island)

NORTON, George L.  
San Leandro, CA 94579  
(78th Pur. Sq. Wheeler Field)

WOOLVERTON, Martin C.  
St. Louis, MO 63125  
(USS Allen)

O'BEIRNE, Frank  
Arlington, VA 22202  
(VP-22, Ford Island)

ACRHIBALD, Alex Jr.  
Macon, GA 31206  
(USS Phelps)

FRASER, Charles W.  
Newport, OR 97365  
(VP-22, Ford Island)

HAWS, William E.  
San Bernardino, CA 92407  
(USS Tennessee)

HOKANSON, Harry W.  
Westport, WA 98595  
(251st C/A, Camp Malakole)

KOHL, Robert B.  
North Canton, OH 44720  
(3rd Def. BAT, Marines)

KRONZ, Michael R., Jr.  
Key West, FL 33040  
(Kaneohe Bay)

LAMKIN, Dorwin F.  
Mission, KS 66202  
(USS Nevada)

McHENRY, Carl J.  
Morton, IL 61550  
(64th C/A, Fort Shaffer)

WHITE, James R.  
San Jose, CA 95128  
(251st C/A, Camp Malakole)

ZAPOR, Maryon A.  
Weirton, WV 26062  
(97th C/A, Fort Kamehameha)

GANTT, William B.  
Easley, SC 29640  
(9th C/A, Fort Weaver)

STOCK, William E.  
Walnut Creek, CA 94595  
(USS Pennsylvania)

BURT, Donald C.  
Redding, CA 96003  
(Bishop's Point, Navy Misc.)

PAGAN, Robert L.  
Gambrills, MD 21054  
(USS Phoenix)

CASSITY, Demery  
Hayward, CA 94544  
(VP-22, Ford Island)

JAROCH, Norbert J.  
Long Beach, CA 90815  
(USS San Francisco)

KLEIN, Howard G.  
San Antonio, TX 78251  
(27th Inf. Reg. Schofield Bks.)

REYNOLDS, Theodore F.  
Frederick, MD 21701  
(Chemical, Schofield Bks.)

ZIETZMANN, Milton W.  
Port Hueneme, CA 93041  
(USS Honolulu)

MEDDER, Jimmie W.  
Talihana, OK 74571  
(1st Def. BAT, Marines)

TOMLINSON, Cecil C.  
Marshall, TX 75670  
(USS Maryland)

MULFORD, Vincent W.  
Riverside, CA 92507  
(Admin. Ford Island)

VARY, Ernst W., Jr.  
New Braunfels, TX 78130  
(Utility Sq. 1, Ford Island)

CLARKSON, James  
West Roxbury, MA 02132  
(USS Widgeon)

HYDE, Richard R.  
Coral Gables, FL 33134  
(19th Inf. Schofield Bks.)

LAYTON, Warren R.  
Madeira Beach, FL 33708  
(USS Cockatoo)

MATARAZZO, Guy F.  
Bridgeport, CT 06606  
(35th Inf. Schofield Bks.)

ANGEL, Roy S.  
Shawnee, OK 74801  
(USS Argonne)

BELL, George L.  
Camden, AR 71701  
(USS Tennessee)

BRENNER, William E.  
Newark, OH 43005  
(27th Inf. Schofield Bks.)

BROOKS, Francis E.  
Fairbanks, AK 99701  
(27th Inf. Schofield Bks.)

BUCHANAN, James B.  
Marion, IA 52302  
(PAT Wing 2, Ford Island))

CALILAN, Pedro  
Vallejo, CA 94590  
(15th C/A, Ft. Kamehameha)

COLLICOTT, Quay P.  
Chula Vista, CA 92011  
(VP-22 Ford Island))

CYBULSKI, John  
Nanticoke, PA 18634  
(64th C/A, Ft. Shafter))

DESROSIERS, Edgar P.  
Eureka, CA 99501  
(USS Tangier)

JOHNSON, Durward M.  
Anaheim, CA 92807  
(USS West Virginia)

LEIGHTON, Fred H.  
Fairfield, CA 94533  
(11th F/A, Schofield Bks.)

MUSGROVE, Paul L.  
Perrysburg, OH 43551  
(55th C/A, Ft. Ruger))

TEAGUE, Lee R.  
Teague, TX 75860  
(11th F/A, Schofield Bks.)

ALLSUP, Joe G.  
Tulsa, OK 74115  
(Admin. Kaneohe)

ASSANTE, Elmo J.  
San Lorenzo, CA 94580  
(USS Honolulu)

BESSO, Louis S.  
Fremont, CA 94536  
(USS West Virginia)

BLOOMFIELD, Donald L.  
Midland, MI 48640  
(QM. Det. Camp Malakole)

BROWN, William S.  
Tulsa, OK 74112  
(CO. "A" Marine Bks.)

BURLEY, Thomas G., Jr.  
McLean, VA 22101  
(USS Maryland)

COOKSEY, Joseph T.  
Cocoa, FL 32922  
(USS Phoenix)

DAMATO, Joseph  
Jacksonville, FL 32216  
(VP-11 Kaneohe)

DEVENISH, Timothy G.  
Carmichael, CA 95608  
(USS St. Louis)

LAMBERT, Jean K.  
Annandale, VA 22003  
(86th Obs. Sq. Bellows Field)

BANJOCK, Thomas J.  
Upper Darby, PA 19082  
(35th Inf. Schofield Bks.)

NELSON, Johnnie H.  
Aurora, CO 80010  
(USS Oklahoma)

WALL, Woodrow L.  
San Diego, CA 92109  
(USS New Orleans)

ANDREE, George C.  
W. Hempstead, NY 11552  
(USS Phoenix)

BAKER, Christopher A.  
Marrysville, KS 66508  
(USS Phoenix)

BLAIR, Leslie M.  
Downey, CA 90242  
(USS Pennsylvania)

BROCK, Vallie E.  
Edmonds, WA 98020  
(USS Dobbin)

BUCCHIERI, Paul J.  
Windsor Locks, CT 06096  
(3rd Def. BN, Marines)

BUXTON, Grady B.  
San Diego, CA 92123  
(USS Tennessee)

CHASE, John W.  
San Diego, CA 92111  
(USS Hulbert)

CRAMER, John W.  
Pt. Richey, FL 33568  
(USS Sicard)

DANIS, Robert B.  
Sacramento, CA 95820  
(USS St. Louis)

DAVIS, Glenn  
Holland, OH 43528  
(Wheeler Field)

DORFIELD, Walter E.  
Franklinville, NJ 08322  
(USS Shaw)

*(Continued on Page 8)*

# NEW MEMBERS

*Continued from Page 7)*

ELLMER, Peter S. Philadelphia, PA 19120 ( <i>USS Honolulu</i> )	FULLER, Charles W. Squaw Valley, CA 93646 ( <i>USS Dale</i> )	ANGELL, Granville W. Melbourne, FL 32935 (9th Sig. Serv. Ft. Shafter)	SPLETH, Wallace L. Dallas, TX 75214 (23rd MAT Sqd. Hickam Field)
FARKAS, Charles L. Kalamunda, West Australia (VP-22, Ford Island)	GUINN, Ollie L. San Mateo, CA 94401 ( <i>USS Argonne</i> )	HURST, Hollis Tybee Island, GA 31328 ( <i>USS Thornton</i> )	STATON, Roy W. Marion, IL 62959 ( <i>USS San Francisco</i> )
FIELDS, James J. New Rochelle, NY 10805 (16th C/A, Ft. Ruger)	HILEMAN, Charles M. Chesilherst, NJ 08089 ( <i>USS Case</i> )	JURIE, Carl A. Lane, CO 81001 (27th Inf. Schofield Bks.)	STOCKHAM, William M. Federal Way, WA 98003 ( <i>USS Tennessee</i> )
DOZIER, Guy K. Whittier, CA 90604 (31st Bomb Sqd. Hickam Field)	HUBBELL, Milford M. Satellite Beach, FL 32937 (VP-23, Ford Island)	KLEIN, Marcus G. San Diego, CA 92120 ( <i>USS Medusa</i> )	MAC LEOD, James D. Lakewood, CA 90713 ( <i>USS Whitney</i> )
GROSS, Harold P. Cool, CA 95614 (24th Sig. CO. Schofield Bks.)	HUNDT, Howard E. Long Boast Key, FL 33548 (64th C/A, Ft. Shafter)	LILLEY, Clarence L. Wheatfield, IN 46392 ( <i>USS West Virginia</i> )	MILLNER, John N. Renton, WA 98506 ( <i>USS Detroit</i> )
HAWKINS, Edwin C. Dothan, AL 36301 (72nd Pur Sqd. Wheeler Field)	JOHNSON, James C. San Diego, CA 92123 ( <i>USS Tennessee</i> )	McCAULEY, Richard E. Steinhatchee, FL 32359 (19th Trans Sqd. Hickam Field)	NEWKIRK, Charles W. Indianapolis, IN 46201 (25th Inf. Schofield Bks.)
HOWELL, Willis G. New Albany, PA 18833 (64th C/A, Ft. Shafter)	KEYSER, Douglas V. Elgin, OK 73538 (21st Inf. Schofield Bks.)	McLAUGHLIN, Alexander Bellflower, CA 90706 ( <i>USS Rigel</i> )	OFIARA, Walter J. Holiday, FL 33590 ( <i>USS Wasmuth</i> )
DRAPER, William W. Merritt Island, FL 32952 (VP-22, Ford Island)	LEONARD, Percy E. San Diego, CA 92101 ( <i>USS California</i> )	METZ, Walter M., Jr. Columbia, SC 29209 (25th Inf. Schofield Bks.)	PAULE, Gurney E. Colorado Springs, CO 80915 (2nd Marine Air Wing, Ewa Field)
JOHNSON, Forrest L. Saginaw, MI 48602 (27th Inf. Schofield Bks.)	MARTIN, John E. Hemet, CA 92343 ( <i>USS Honolulu</i> )	NELSON, William C. Watsonville, CA 95076 (USCG Pier, Honolulu)	PITTS, Henry C. Greensboro, NC 27410 ( <i>USS Raleigh</i> )
KALINOWSKI, Stephen W. Akron, OH 44310 (89th F/A, Schofield Bks.)	DENTON, Thomas A. Pinckneyville, IL 62274 (Marine Bks. Navy Yard)	NUCKOLS, Joseph S. Mechanicsville, VA 23111 (55th C/A, Ft. Ruger)	PULSE, Charles H. Lakeport, CA 95453 ( <i>USS Nevada</i> )
LARSEN, Carl V. Lebanon, OR 97355 ( <i>USS Honolulu</i> )	EDWARDS, Douglas F. Sandston, VA 23150 (65th Engr. Schofield Bks.)	PATRICK, James H. San Antonio, TX 78229 (741st Ord. CO. Wheeler Field)	RHEA, John D. Stephenville, TX 76401 ( <i>USS Whitney</i> )
DOOLEY, Rodney D. N. Andover, MA 01845 (3rd Def. Bat. Marines)	EVERLY, Robert M. Fairbury, NE 68352 (VP-21, Ford Island)	PERRE, Leon L. Alameda, CA 94501 ( <i>USS West Virginia</i> )	SCATTARETICO, Adolph V. Burlington, NC 27215 ( <i>USS Curtis</i> )
DEHMLow, Laurence, E. Titusville, FL 32780 ( <i>USS Pelias</i> )	FERGUSON, William D. Cummings, GA 30130 (98th C/A, Schofield Bks.)	POWELL, Thomas J. Bracketville, TX 78832 ( <i>USS Helena</i> )	SEMINAVAGE, Vincent F. St. Clair, PA 17970 (35th Inf. Schofield Bks.)
DOVIDIO, Eugene C. Revere, PA 18953 (Hickam Field)	PRZESMICKI, Joseph L. Minneapolis, MN 55418 ( <i>USS Helm</i> )	PORTEOUS, James E. Oakland, CA 94602 (COM SUB PAC, Radio School)	SLATTERY, Eugene V. Eugene, OR 97403 (25th Inf. Schofield Bks.)
EVANS, Jewell M. San Diego, CA 92107 ( <i>USS Keosanqua</i> )	GOFFORD, Richard B. Sidney, NE 69162 ( <i>USS West Virginia</i> )	RYAN, Francis P. Hemet, CA 92343 ( <i>USS Dobbin</i> )	SPRINGER, Willard E. Hemet, CA 92343 ( <i>USS Argonne</i> )
FAZIO, Joseph J. Rochester, NY 14580 (13th F/A, Schofield Bks.)	HAMLIN, James T. Paducah, KY 42001 ( <i>USS California</i> )	SCROGGS, John S. Elizabeth City, NC 27909 (3rd Def. Bat. Marines)	STEVENS, William C. Lakeside, CA 92040 ( <i>USS Utah</i> )
FRYE, Marion D. Los Angeles, CA 90045 ( <i>USS Maryland</i> )	HOLDEN, Benton E., Jr. St. Petersburg, FL 33705 ( <i>USS Farragut</i> )	SHEEDY, Horace A. Pacific Grove, CA 93950 ( <i>USS Chew</i> )	

*(Continued on Page 9)*



## New Members . . . (Continued from Page 8)

TOWSLEY, William R. Fairbanks, AK 99701 (HQ. 17th A/B Grp. Wheeler Field)	ROBINSON, Fred L. Satellite Beach, FL 32927 (804th Engrs. Schofield Bks.)	VAN ZYLL DE JONG, Joy Plainview, NY 11803 (MTR. Torpedo Boat Sqd. 1— Sub Base)	COLIGNY, Warren H. Laurel, MD 20707 (USS Zane)
MARTIN, Lester L. Westminster, CA 92783 (251st C/A, Camp Malakole)	SCHOENKE, Raymond F. Ft. Lauderdale, FL 33301 (65th Engrs. Schofield Bks.)	WOODBURY, Harry E. Georgetown, SC 29440 (USS Nevada)	McSMITH, Joe A. Seattle, WA 98115 (USS Conyngham)
NASARIO, Simon Barstow, CA 92311 (Recept. Ctr. Schofield Bks.)	SERR, James E. Escondido, CA 92027 (USS Pennsylvania)	YONGUE, William W. Chester, SC 29706 (USS Dobbin)	MAHAFFEY, Jessie A. Houston, TX 77008 (USS Oklahoma)
NORTHAM, Floyd A. Houston, TX 77089 (18th AB Sqd. Hickam Field)	HAMEL, Joseph A. Mechanic Falls, ME 04256 (Med. Det. 21st Inf. Schofield Bks.)	ZALMAN, Otilla J. Houston, TX 77005 (Naval Hospital, White Caps)	TWEDT, John L. San Diego, CA 92110 (USS West Virginia)
O'NEILL, Kenneth J. Fontana, CA 92335 (90th C/A, Schofield Bks.)	ST. PIERRE, Edgar A. Montgomery, AL 36117 (11th QM. Schofield Bks.)	LINDBERG, David N. Carmichael, CA 95608 (407th Sig. CO. Hickam Field)	WILLIAMS, Franklin A. Richmond, VA 23235 (34th Engrs. Schofield Bks.)
PEROK, Walter Fox Lake, IL 60020 (USS Dobbin)	STEWART, Kenneth E. Toledo, OH 43067 (34th Engrs. Schofield Bks.)	WALKER, Richard L. Woodland, CA (Submarine Base)	YEARWOOD, Gene Jefferson, GA 30549 (3rd Def. Bat. Marines)
POMEROY, John R. Los Alamitos, CA 9720 (Marines, USS Maryland)	TRUDELL, Irving W. Baltimore, MD 21237 (3rd Def. Bat. Marines)	TURNER, Charles J. Fernley, NV 89408 (55th C/A, Ft. Kamehameha)	ZACKER, Paul S. St. Clair, PA (25th Med. Schofield Bks.)
RAMEY, Horace P. Lanham, MD 20706 (USS Argonne)	TUCKER, Edwardean A. Old Tappan, NJ 07675 (Radio Sta. Lualualei)	WEAVER, Robert E. Stevensville, MD 21666 (804th Engrs. Schofield Bks.)	IRWIN, Oscar R. Roseville, CA 95678 (USS California)
		WORKMAN, James A. Willoughby, OH 44094 (35th Inf. Schofield Bks.)	MOEN, Arthur North St. Paul, MN 55019 (USS Breese)
			YOPP, Bryce H. Salem, VA 24153 (19th Inf. Schofield Bks.)

## —COMMITTEE APPOINTMENTS—

PARLIAMENTARIAN AND COUNSEL:	Wilson M. Rutheford Box 189 El Campo, TX 77437	Robert Campbell 5225 Chaparral Ridgecrest, CA 93555
ASSISTANT NATIONAL PARLIAMENTARIAN:	Gerald A. Glaubitz 4507 Maple Road Morningside, MD 20746	DeWayne J. Chartier 1466 Church St. San Leandro, CA 94579
CHAPLAINS:	Rev. Marcus A. Valenta St. Mary's Church Flatonia, TX 78941 Rev. Ramond Hohenstein 5200 Camberly Avenue Bethesda, MD 20014 Rev. Frank Solomon 9661 New Lawn Drive Sacramento, CA 95826	Homer I. Price P.O. Box 317 Oak Harbor, WA 98277 Roland Burr 1308 Parsifal St. N.E. Albuquerque, NM 87112 Herbert Hansen Box 174 Elkhorn, IA 51531
PEARL HARBOR GRAM EDITOR:	Kenneth R. Creese P.O. Box 96 Los Alamitos, CA 90720	James Dittoe 6512 Balsam Drive Reynoldsburg, OH 43068
NATIONAL LIAISON OFFICER:	Jesse E. Pond, Jr. P.O. Box 205 Sperryville, VA 22740	John Delia 98-099 Uao Place #3304 Aiea, HI 96701
STOREKEEPER:	Edmond R. Chappell P.O. Box 1794 Lake Havasu City, AZ 86403	C. Buck Wiley 3618 Carriage House Road Columbia, SC 29206
WHITE CAPS:	Anna U. Busby 3553 Cloverdale Road Montgomery, AL 36111	H. Fred Garbuschewski 91-960 Oloani Street Ewa Beach, HI 96706
RESOLUTIONS AND BY-LAWS:	Gerald A. Glaubitz, Chairman 4507 Maple Road Morningside, MD 20746	SHORESIDE FACILITIES: PUBLIC RELATIONS: Joe Nemish Drawer "C" Lake Isabella, CA 93240

(Continued on Page 10)

## Appointments . . . (Continued from Page 9)

Earl Selover  
1200 Fordyce Drive  
Chesapeake, VA 23320

Walter Dettinger  
2045 Dana Street  
Toledo, OH 43609

**BUDGET AND FINANCE:** Wallace J. Kampney, Chairman  
P.O. Box 6335  
Syracuse, NY 13217

Hervey Spencer  
26035 Cunningham  
Warren, MI 48091

Harry Hopkins  
4215 Heutte Drive  
Norfolk, VA 23518

Fred Greene  
15308 Graystone Avenue  
Norwalk, CA 90650

### SURVIVING SPOUSE SERVICE COMMITTEE:

Barbara Harris, Chairman  
5710 Coventry Lane  
Austin, TX 78723

District Committee Representatives  
to be appointed by Barbara Harris

### NATIONAL HANDBOOK:

G. Hall Pickard, Chairman  
867 N. Lamb Blvd., Sp. 28  
Las Vegas NV 89110

Gerald A. Glaubitz, Advisor  
4507 Maple Road  
Morningside, MD 20746

Jesse E. Pond, Jr., Advisor  
P.O. Box 205  
Sperryville, VA 22740

Homer I. Price  
P.O. Box 317  
Oak Harbor, WA 98277

DeWayne Chartier  
1466 Church Street  
San Leandro, CA 94579

### LIAISON OFFICER SONS AND DAUGHTERS:

Harold F. Cook  
10926 87th Ave. North  
Seminole, FL 33542

### UNIT LISTS:

Thomas J. Stockett  
38 Brentwood Road  
Woburn, MA 01801

### HAYNE MOYER MEMORIAL COMM.:

G. Hall Pickard  
867 N. Lamb Blvd. Sp. 28  
Las Vegas, NV 89110

### NATIONAL CHAPTER:

Frank L. Mack, Chairman  
Box 153, Rt. 1  
Elbert, CO 80106

Michael Dorr  
880 Rice Street  
St. Paul, MN 55117

Howard P. Killough  
0328 College  
Winfield, KS 67156

Julius Finnern  
W 150 N 8322 Saxony Drive  
Menomonee Fall, WI 53051

Joseph Caputo  
15 Morris Ct.  
E. Hartford, CT 06108

1984 NATIONAL  
CONVENTION CHAIR.:

John Kuzma  
#8 West End Avenue  
Binghamton, NY 13905

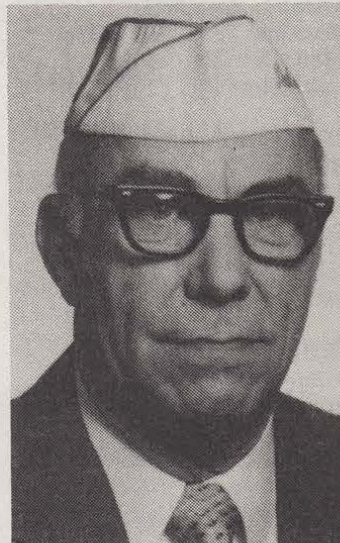
COLOR GUARD:

David Bedell, Chairman  
14059 Oakview Drive  
McKeesport, PA 15131

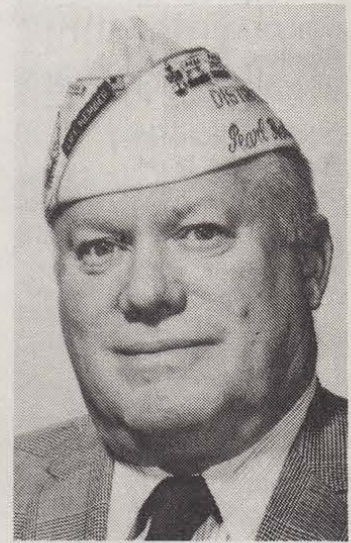
Remaining members to be appointed  
by the President at the time this unit  
is required.

SGT. AT ARMS:

To be appointed from the mem-  
bership-at-large at National Conven-  
tion or as needed at any National  
function.



**WALLY KAMPNEY**  
National Treasurer



**THOMAS STOCKETT**  
National Vice-President

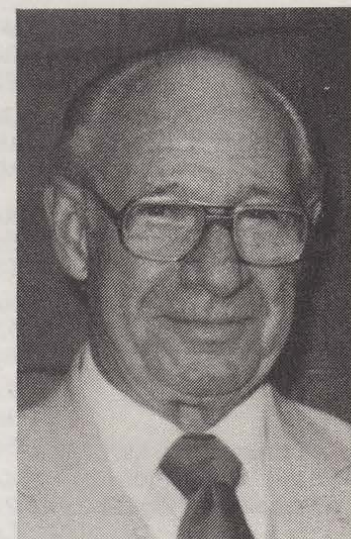
#### MAILING NOTICE

"If you have moved and your **GRAM** was not forwarded to you, please write the Editor and enclose 45 cents in stamps and that issue of the **GRAM** will be sent to you, as long as the supply lasts."

The Post Office will not forward the **GRAM** unless, when making out a request for change of address, you guarantee to pay forwarding postage.

When moving and changing addresses please send the information to the National Treasurer, Wally Kampney, P.O. Box 6335, Syracuse, NY 13217.

Wally Kampney,  
National Treasurer



**HAL PICKARD**  
National Secretary

## From the National Secretary

I am now in the process of sending out changes to the Handbook. They will be sent to the Chapter Secretaries, taken from the latest reports sent in. Those holding personal copies, changes will be sent direct. Any holder of book, not receiving the changes, or are short, please let me know.

—Hal Pickard



Governor of Virginia signs bill establishing "Pearl Harbor Remembrance Day" as law — Charles S. Robb, Governor of Virginia, on March 17, 1983, signed legislation establishing "Pearl Harbor Remembrance Day." Others shown standing (left to right): V. Thomas Forehand, Jr., Delegate to the General Assembly from Chesapeake and Chief Patron of the legislation; R. Reagle, Va. Chap. 1 Pres.; E. Selover, State Chairman, Va-D.C.; J. Pond, Past National Treasurer; J. Lynch, Va. Chap. 3 Pres.; W. Rolfe, Va. Chap. 4 Pres.; J. Korba, Va. Chap. 2 Pres.; B. Perkins, Va. Chap. 4 Vice-Pres.; C. Martin, Va. Chap. 4 Sec. Treas.

## Virginia Establishes "Pearl Harbor Remembrance Day" By Law

The Commonwealth of Virginia has, by legislation passed by the 1983 General Assembly and approved by Governor Charles S. Robb, set December 7 as "Pearl Harbor Remembrance Day."

At 2:45 p.m., March 17, 1983, in his office in the Capitol, the Governor signed Chapter 247 of the 1983 Acts of Assembly of Virginia, culminating the efforts of Virginia members of the Pearl Harbor Survivors Association to commemorate December 7, 1941. Those efforts began early in 1982, when Earl Selover, the State Chairman and other PHSAs members, looking forward to appropriate observance, found that their attempt to have an executive proclamation initiated was blocked by the lack of statutory authority.

Several state legislators were contacted and indicated an interest in supporting action by the General Assembly to permit

a proclamation. Late in 1982, the delegate from Chesapeake proposed that instead of attempting to have the legislature approve a resolution designating December 7, 1983, for commemoration, the date be established in perpetuity by law of the Commonwealth. While passage of permanent legislation might be more difficult, it would more appropriately comply with the desires of the Pearl Harbor Survivors Association and others who consider the commemoration important.

Delegate V. Thomas Forehand, Jr., of Chesapeake, introduced House Bill 282 soon after the convening of the legislature in January 1983, with five other delegates serving as co-patrons. The PHSAs Chapter Presidents were alerted by letter in December from the Virginia Chairman and encouraged to contact legislators from their area to support the bill.

The officers of Chapter Four monitored the bill as it progressed through committees of the House of Delegates and the Senate and to the floor of each House and could report that action of the legislature was complete on February 17, 1983, without a dissenting vote having been cast and without amendment of the bill as introduced. The Act, as presented for approval of the Governor, bears the signatures of the President on the Senate, Lieutenant Governor Richard J. Davis, and the Speaker of the House of Delegates, Delegate A. L. Philpott of Henry County, and adds Section 2.1-27.1 to the Code of Virginia as follows:

### 1983 SESSION CHAPTER

An act to amend the Code of Virginia by adding a section

numbered 2.1-27.1, relating to Pearl Harbor Remembrance Day.

[H 282]

#### Approved

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding a section numbered 2.1-27.1 as follows:

§ 2.1-27.1. Pearl Harbor Remembrance Day. — December 7, 1983, and the same day of each succeeding year, is designated as Pearl Harbor Remembrance Day in the Commonwealth in special tribute to those members of our Armed Forces who lost their lives, and also to those who survived, the attack on Pearl Harbor, Territory of Hawaii, December 7, 1941. Upon this date, in perpetuity, all citizens of the Commonwealth and the Nation are urged to pay homage to the

(Continued on Page 12)

# The Peacock Flies On Sunday

By **GEORGE J. O'NEILL**  
*VFW Magazine*

At 0600 on Sunday, Dec. 7, 1941, Isoroku Yamamoto, commander-in-chief of the Combined Fleet of the Imperial Navy, sat quietly in the small operation room of the mighty battleship *Yamato*. Occasionally the stocky, powerfully-built admiral would drum lightly on the arm of his chair with the three remaining fingers of his maimed hand.

As a boy ensign aboard the cruiser *Nisshin*, he lost two fingers to a Russian shell during

the glorious Japanese victory at the Battle of Tsushima on May 27, 1905. Now his work was finished. All he could do was wait patiently for the results of his planning.

Three thousand miles to the east off the Hawaiian Islands hundreds of Japanese planes roared off the decks of Admiral Chuichi Nagumo's carriers to rip into the anchored warships of the U.S. Pacific Fleet and their unsuspecting crews. At the end of the day, Yamamoto, the sixth son of a village school-teacher, had earned one of the

most devastating naval victories in history.

Unfortunately for Adm. Yamamoto the sweetness of seemingly endless victories soon gave way to the taste of bitter defeats. In June, 1942, the U.S. rebounded by sinking the Pearl Harbor veterans *Akagi*, *Soryu*, *Kaga* and *Hiryu* at Midway Island. Eight months later, Japanese plans to build an airstrip on the remote Solomon Island of Guadalcanal were wrecked when they were handed their first major land defeat by U.S. forces in February, 1943.

These stunning victories rattled the Japanese High Command but Adm. Chester W. Nimitz, commander-in-chief of the U.S. Pacific Fleet, knew they would fight back. On April 7, 1943, three days after he turned 59, Yamamoto unleashed a furious aerial offensive against Allied airbases. Before the week was out, Adm. Matome Ugaki, Yamamoto's trusted chief of staff, relying on unconfirmed reports of returning pilots, mistakenly announced the offensive was succeeding.

He deemed the time was right for the commander to tour the front line bases to boost the morale of the Japanese fighting men and Yamamoto agreed to the visit.

When Adm. Tomshige Samejima, commander of the 8th Air Fleet, heard of Yamamoto's pending visit, he broadcast the complete itinerary from his headquarters on Shortland Island. A form of this message, sent to an isolated seaplane base on Santa Isabel Island, was monitored by a U.S. Navy station at Wahiawa, Hawaii, 4,000 miles away. Fourteen hours later at 0800 on April 14, the deciphered message was given to Nimitz. The stage was set for the most daring and expertly executed ambush of a top enemy military leader in history.

Based on Yamamoto's itinerary, Nimitz realized that Adm. William F. (Bull) Halsey's long range fighters based on Henderson Field on Guadalcanal had the best chance of destroying the victor at Pearl Harbor, rated by Naval intelligence as an irre-

placeable cog in the Japanese war machine.

When Halsey learned of Yamamoto's front line tour he sent his enemy's complete itinerary to his air commander, Vice Admiral Marc (Pete) Mitscher on Guadalcanal. He told Mitscher in his droll way, "It appears the Peacock will be on time. Fan his tail."

Mitscher reasoned the best time to bag his peacock was on his approach to the airfield on Ballale on the first leg of his visit. If the enemy admiral was punctual, Mitscher would greet him with Maj. John W. Mitchell's veteran pilots of the 339th Fighter Squadron flying America's newest interceptor, the huge, twin-tailed Lockheed Lightning P-38.

Originally the P-38 was designed as a flying anti-aircraft platform that could get up fast and knock down intruding enemy bombers. To meet this goal, the designers had equipped the plane with two 1,350-horsepower Allison engines to allow cruising speed of 395 mph at 25,000 feet. Directly in front of the center gondola the pilot had four .50 caliber machine guns and two 20mm cannons that could deliver a tremendous volume of firepower on a target at 1,000 yards.

Mitscher and Mitchell's ambush plan called for a flight of 18 P-38s equipped with extra fuel tanks to increase their range. The flight had a four-plane killer section with Tom Lanphier, the leader, in Phoebe, which was named after his fiancée; Rex Barber in Diablo; Joe Moore and Jim McLanahan and a cover section of 14 fighters headed by Mitchell flying Mitsch's Squitch.

Mitchell chose a route to the Ballale ambush site that took his pilots out over the Solomon Sea to avoid the prying eyes of enemy coast watchers. The timing of the 436-mile trip had to be perfect because the gas-hungry Lightnings could spend only 10 minutes over the target area.

On Sunday, April 18, at 0710, Mitchell assembled his squadron over Guadalcanal before

(Continued on Page 13)



**Capt. Thomas Lanphier is decorated for his role in shooting down Yamamoto's Betty bomber.**

## P.H. "Remembrance Day" (Cont. from Page 11)

members of our Armed Forces for the manner in which they bore the attack.

*/s/ Richard J. Davis*  
President of the Senate

*/s/ A. L. Philpott*  
Speaker of the House of Delegates

Approved:

*/s/ Charles S. Robb*  
Governor

Delegate Forehand arranged for representatives of the Pearl Harbor Survivors Association to be present on the occasion of the Governor's approval of the Act. PHSA members met for luncheon at noon and meeting at the Capitol were Earl Selover, Jesse Pond, Robert Reagle, John Korba, John Lynch, Bill

Rolfe, Brandon Perkins and Clark Martin. The wives of Selover, Pond, Reagle, Korba and Lynch also witnessed the signing.

The Act was signed by Governor Charles S. Robb with a pen provided by Earl Selover which bore the name of Dale Speelman obtained during the PHSA Convention of 1982 when Speelman was campaigning for his present office. The Governor returned the pen to be forwarded to the President of the PHSA and the State Chairman for Virginia presented a photograph of the *Arizona* Memorial to the Governor as a memento of the signing.

# Peacock Flies . . . (Continued from Page 12)

turning northwest and dropping down to the wave-top level on the Solomon Sea. From the outset, McLanahan and Moore were scrubbed from the mission because of a blown tire and faulty drop tanks. The killer section was cut back to Phoebe and Diablo so Mitchell waved to Frank Holms and Ray Hine to join Lamphier.

The American hunters were airborne for almost an hour before Yamamoto, who was strapped in the pilot's seat of a Betty medium attack bomber with the number 323 painted on its rudder took off from Rabaul. Adm. Ugaki followed in a second bomber. American luck was holding; the quarry was on time.

At 0930, Betty No. 323 nosed down gently to 2,200 feet on its approach to Ballale airfield along Bougainville's jungle-carpeted shore. At the same time, the U.S. fighters turned inland to start their climb out of the salt water fog thrown up

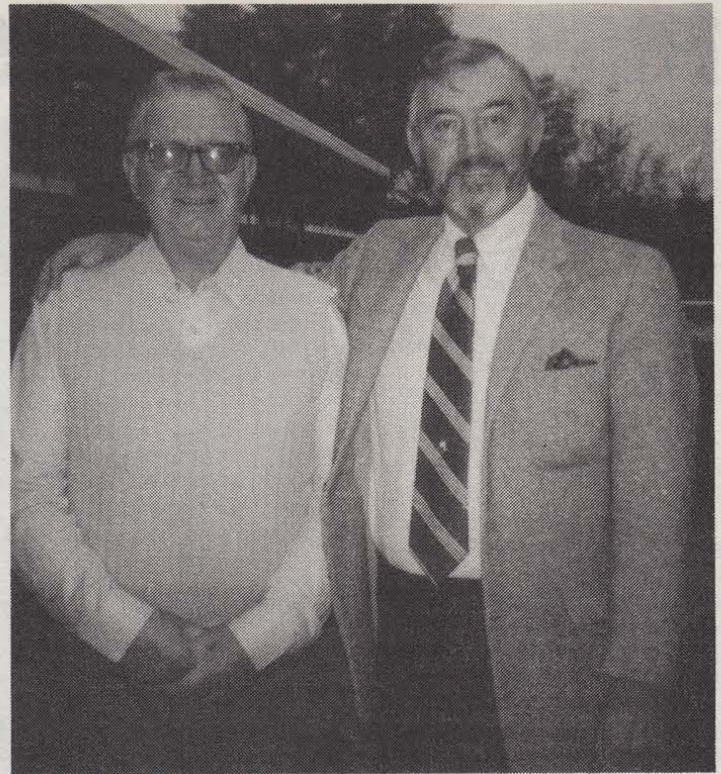
The killers headed straight for the island to intersect the course of Yamamoto's party. However, Holmes could not drop his gas tanks and had to break off the attack. His wingman, Hine, followed him faithfully down the coastline. Lamphier's section was down to Phoebe and Diablo again.

When Yamamoto's pilot spotted the Americans clawing up from the sea, he instantly dived the bomber to treetop level. Ugaki saw an escorting Zero dive near his plane, the pilot frantically pointing downward to the onrushing Lightnings. Ugaki's pilot joined Betty No. 323 at 200 feet above the jungle.

The expert maneuvers by the surprised Japanese were nevertheless fruitless. Barber jumped a bomber raking its right side with machine gun and cannon fire. With its engines smoking, the stricken plane snapped to the left as if the pilot had just died and involuntarily yanked back on the controls. Lamphier fought through screening Zeros to fire a long-range burst across the path of a fleeing bomber and he recalls, "The bomber's right wing came off and it plunged into the jungle and exploded." Betty No. 323 crashed and burned near the Bougainville village of Uko. Ugaki's plane went into the sea at full speed and disintegrated.

The next day a search party hacked through the jungle to find that all but two of the 11 passengers were burned beyond recognition. One body thrown clear of the wreckage was strapped to a stained and scorched seat cushion. A .50 caliber bullet had entered the base of his skull and exited through his cheek. A ceremonial sword was clutched in his white-gloved left hand. Two fingers of the glove were empty and tied back. Surprisingly, the face was almost intact. There was no doubt; it was Isoroku Yamamoto. His watch, stopped at 0945, indicated he died the instant his plane was hit. Miraculously, Ugaki survived the sea crash and subsequent fire to be rescued by a boat from Bougainville.

When he saw the enemy bombers fall from the sky, Mitchell ordered his hunters home. The only U.S. loss was Ray Hine,



Dave Montgomery (shown on the left) from Petersburg, Illinois, and President of Illinois Chapter 2, with Charles Dowd, of Ocala, Florida, met recently after 42 years' separation. Both were radiomen with Patrol Wing Two on the Air Station at Pearl Harbor during the attack on December 7, 1941.



Adm. Isoroku Yamamoto studies a map of the Pacific area as he plans his navy's strategy.

from the sea by their prop wash. When Mitchell saw Bougainville's mountains, he knew they were on target. If Yamamoto was punctual, the killing would begin.

At 0934, as the P-38s roared in perpendicular to the beach, Doug Canning, of the cover section, spotted the Japanese bombers sparkling in the bright sunlight against the mountain background and sounded the alarm. Mitchell broke the long radio silence with the order to "skin tanks" and he called out to Lamphier, "All right, Tom. Go get him. He's your meat."

who vanished without a trace. Lamphier and Barber were credited with a bomber kill each, but neither the Army nor Navy thought enough evidence indicated who killed the Japanese commander-in-chief. In 1945 the Defense Department, however, gave Lamphier official credit for the kill.

To Bull Halsey it did not matter who was given credit for bagging Yamamoto. His command had won the equivalent of a major victory by destroying Amer-

ica's No. 2 enemy behind Adolph Hitler and his exuberant message to Mitscher captures his delight:

"Congratulations to you and Maj. Mitchell and his hunters. Sounds as though one of the ducks in their bag was a peacock."

Over a million Japanese turned out for the funeral for the victor at Pearl Harbor. Yamamoto, Japan's greatest naval hero, was buried on the first anniversary of his defeat at Midway.

## Notice to PHSAs Members . . .

During the remainder of this year, 1983, any PHSAs member who is visiting in Las Vegas can arrange for accommodations at the Hotel Continental, 4100 Paradise Rd., for the following guaranteed rates for rooms (excluding major holidays).

**\$30.00** (plus 6% tax) . . . . . Friday and Saturday  
**\$26.00** (plus 6% tax) . . . . . Sunday through Thursday

These rates are based on single or double occupancy. For three or four people in a room, add \$5.00 per person plus tax.

Through the generosity of the Hotel Continental management, these rates are offered as a courtesy to PHSAs members and their families. It is imperative that they mention Pearl Harbor Survivors Association when reservations are made in order to receive the lower rates. The toll free number is 1/800/634-6641.

There is also parking space available to accommodate any size RV for persons staying at the Hotel Continental.

# HISTORY OF *USS VESTAL* (AR-4)

From the bloody streets of Vera Cruz to the flak-ridden skies of Buckner Bay, *USS Vestal* compiled one of the longest records of continuous naval service of any Navy ship. Though *USS Vestal* has neither the appearance nor grace of an ocean greyhound, her heart and spirit were an inspiration.

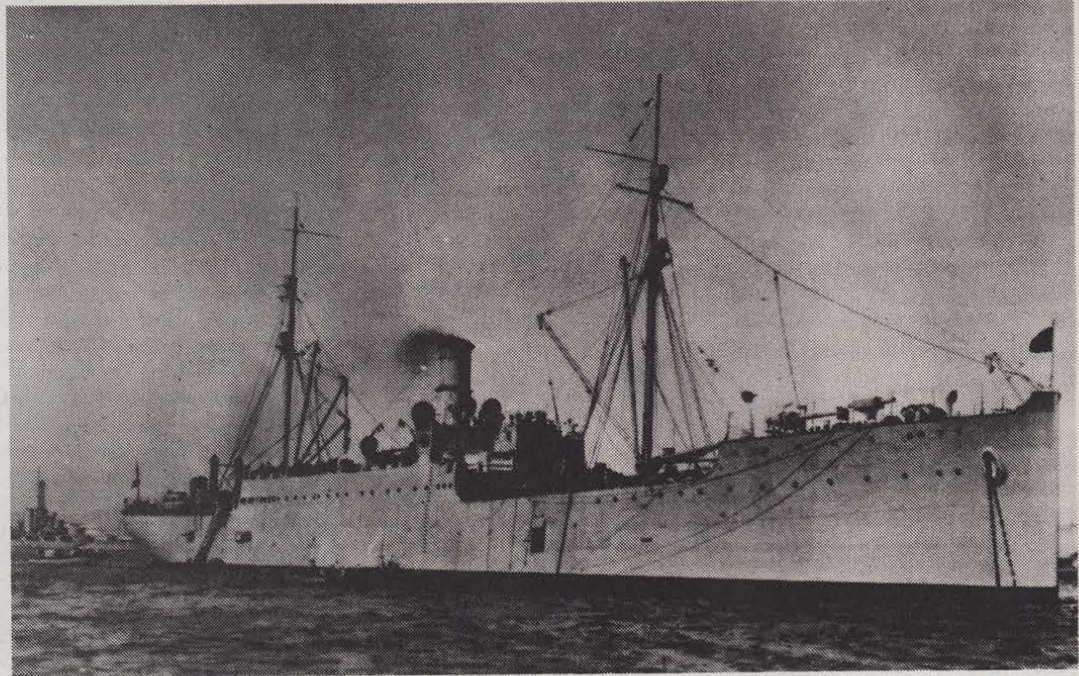
Built by the New York Navy Yard, *USS Vestal* was originally authorized as *USS Erie* on April 17, 1904. However, in October 1905, the name was changed to *USS Vestal*. She was launched in 1908, completed on August 1, 1909 and commissioned and placed into service as a collier on October 4, 1909. She was placed out of commission on October 25, 1912, and recommissioned as a Fleet Repair Ship AR-4 on September 3, 1913.

Her first service came during the Vera Cruz affair in 1914, followed by service in World War I. During World War I, she served with the Atlantic Fleet from 1917 to 1919, operating out of Yorktown, Virginia. She later served with the Scouting Force and Pacific Battle Fleet until 1925, during which time she was converted from a coal-burner to an oil-burner. In October 1925, she was called to aid in salvage work on the submarine, S-51.

*USS Vestal* joined the Pacific Fleet in 1927, making the yearly maneuvers with the fleet and basing at San Pedro. In 1930, *Vestal*, even then one of the oldest ships in commission in the United States Navy, was awarded the trophies for the auxiliary and tender class in both engineering and gunnery competitions; and won the Battle Efficiency Pennant of her class.

In 1940, *Vestal* sailed for Pearl Harbor with the fleet, returning only long enough for an overhaul at the Mare Island Navy Yard in October 1941. While there, Commander Cassin Young reported aboard as commanding officer. Though he was only 15 years older than the *Vestal*, he was to save the valiant old ship's life before the year was out.

At the time when most ships are but old memories, *USS Vestal*, at the age of 32, was awaiting the then unknown attack on Pearl Harbor, December 7,



*USS VESTAL* (AR-4)

1941. Anchored alongside the battleship *Arizona* where she had moored several days before, some of her crew had gone ashore to church. Others were carrying on the ship's work, and the rest were making the most of Sunday routine.

Then the Japanese attack came — the first warning being a strafing run. General Quarters sounded and all hands aboard scurried for their battle stations. The 3-inch gun began booming out its defiance even though it was the only gun brought into action. A bomb hit forward, going through four decks and exploding in the general storeroom. A moment later, a second bomb hit aft of the quarterdeck and went through the carpenter shop, down through four decks and the double bottoms.

By now, the "Ole Vesta" was blazing like the goddess she was named for as the forward bomb hit had started fires in the forward hold and was endangering the ammunition in the forward magazines. The bomb hit aft had opened the hull plating and water gushed in.

There was soon more havoc to contend with, for at this time *USS Arizona* blew up. The explosion blew the captain of *Vestal* and numerous others over the side. After swimming back

to the ship, the captain learned that orders had been given to abandon ship. With the intestinal fortitude of John Paul Jones, he countermanded the order and then, in turn, ordered the ship to get underway. All lines to the *Arizona*, now in flames, were cut and *Vestal* was beached on Aiea Flats and subsequently repaired for further services.

For his heroic efforts to save his ship, Commander Cassin Young received the Medal of Honor with the following citation:

"For distinguished conduct in action, outstanding heroism and utter disregard of his own safety, above and beyond the call of duty, as Commanding Officer of the *USS Vestal*, during the attack on the Fleet in Pearl Harbor, Territory of Hawaii, by Japanese forces on December 7, 1941. He proceeded to the bridge and later took personal command of the 3" anti-aircraft gun. When blown overboard by the blast of the forward magazine explosion of the *USS Arizona*, to which the *Vestal* was moored, he swam back to his ship.

"The entire forward part of the *USS Arizona* was a blazing inferno with oil afire on the water between the two ships. As a result of several bomb hits, the

*USS Vestal* was afire in several places, was settling and taking on a list.

"Despite severe enemy bombing and strafing at the time and his shocking experience of having been blown overboard. Commander Young, with extreme coolness and calmness, moved his ship to an anchorage distant from the *USS Arizona* and subsequently beached the *USS Vestal* upon determining that such action was required to save his ship."

Commander Young was also advanced to the rank of Captain for meritorious service and 11 months and six days after the Japanese had damaged *Vestal*, he was killed while commanding the heavy cruiser *USS San Francisco*. His name is now commemorated by a destroyer named in his honor.

After the attack, the work of repair began. Yard facilities were at a minimum and *Vestal* was needed as quickly as repairs could be effected. The hull was made watertight and water and oil were pumped out by her own crew in seven days.

Meanwhile, *Vestal* sent repair parties to the stricken *Oklahoma* as early as the evening of December 7. Welders cut holes through her decks and bulkheads to release trapped men.

(Continued on Page 15)

## Vestal History . . . (Continued from Page 14)

Numerous lives were saved in that manner, proving that, though badly hit herself, she had carried on her tradition as a ship worthy of remaining on active duty.

Six weeks passed during which her holds were cleared of damaged supplies, twisted and bent bulkheads, and equipment. Gradually *Vestal* took shape again and with new equipment, new armament and additional personnel, she was again ready for her sailing orders. She was at least as seaworthy as ever.

On August 12, 1942, *Vestal* received orders to proceed to the South Pacific. She weighed anchor on August 15 and sailed for Tongatabu, arriving there on August 29. During the next 60 days at Tongatabu, *USS Vestal* completed 963 repair jobs for 58 ships and four shore activities. Included were repairs to such ships as *Saratoga*, *South Dakota*, *New Orleans*, *North Carolina*, and five destroyers. This was during the precarious days when the U.S. Fleet could ill-afford to spare a single craft, let alone a battleship or a first-line carrier; but during *Vestal's* short stay in Tongatabu, *USS South Dakota*, "Battleship-X" drove over an uncharted reef and came into Tonga one September afternoon for emergency repairs. *Vestal* divers went down around 1600 of that afternoon and began an inspection of seams.

Working with only six divers they operated until 0200 the following morning and reported the damage as a series of splits; the largest something like 12 feet, over a 150-foot span of the bottom. The skin of the ship was perforated in several spots and several fuel tanks flooded, but divers pronounced *South Dakota* safe for a voyage to a United States Navy Yard.

While the divers were busy with their inspection, machinist's mates worked inside the ship realigning feed pumps, completing the job at the same time as the divers' inspection. Early that morning *USS South Dakota* was able to get underway and proceed to the United States.

In October 1942, *USS Saratoga* came back from the Solomons campaign with a gaping torpedo hole amidships, some

40 feet in length. The divers of *Vestal* again went to work, combined with forces of *USS Navajo* to inspect the damage and later trim and brace the hole. The fireroom was pumped and tons of cement poured into the damaged area. *Saratoga* was able to proceed to Pearl Harbor within approximately twelve days, and was back in action two months from the time of the torpedo hit.

On October 26, *USS Vestal* sailed for the New Hebrides, but a change of orders enroute brought her back to New Caledonia instead, where she arrived on October 31. She commenced repairing various units of the fleet the same day.

During her 12 days stay in Noumea, New Caledonia, 158 jobs were completed for 21 ships including the *Enterprise*, *Bellatrix* and *South Dakota*. The damage to *South Dakota* was a combination of bomb hit on a turret, shrapnel, and collision with a destroyer which holed the starboard side and left an anchor in the wardroom.

Even though busily at work on *Enterprise*, the battleship *South Dakota* was ballasted and listed over, patched on the starboard waterline, anchor removed, wardroom repaired, hatches and fire mains put in order and shrapnel holes patched so that she was back in action in five days.

Aboard *Enterprise*, the hangar deck was blown in, leaving an arch 30 feet by 60 feet about four feet above deck level; the elevator machinery room was flooded and machinery damaged; officers' country bulkheads and furniture were blown out. The carrier was ordered to sea before the damage was repaired, but two *Vestal* officers and a large repair party went to sea with her and completed repairs just two hours before her planes began taking off for battle. These officers and men were included in a Presidential Unit Citation given to the carrier *Enterprise*.

Departing Noumea on November 13, 1942, *Vestal* sailed to Espiritu Santos. There she began a strenuous year's schedule of repair service. Only 12 days were taken off by the *Vestal* crew during those twelve months and that was for a short

10-day overhaul in Sydney, Australia, from 27 May 1943 to 2 June 1943.

During the year, *Vestal* completed 5,603 jobs on 279 ships and 24 shore activities. Some of the outstanding repairs were:

*USS San Francisco* — damaged by shellfire; *USS New Orleans* — bow blown off by torpedo and hole in the stern; *USS Pensacola* — torpedo hole aft of the engine room, after engine room flooded, and two propeller shafts broken;

*HMAS Achilles* — direct bomb hit on the after turret, shrapnel and collision damage; *USS Alchiba* — torpedoed twice, multiple fire damage, and beached after her crew had performed a great job of damage control; *USS St. Louis* — torpedoed in the bow cutting away the bow structure and folding it back for 30 feet;

*HMAS Hobart* — torpedoed near the after turret leaving a hole 30 feet by 60 feet, second deck gone, main deck on the port side gone, starboard side cracked and damaged, steering engine room and miscellaneous compartments flooded; *USS Zeilin* — bomb damage; *USS Minneapolis* — urgent boiler and hull repairs; *Majoba* — torpedo damage;

*USS Enterprise* — built and relocated radar masts and platform; *USS Hunter Liggett* — major overhaul; *USS Tappahannock* — battle damage; *W. S. Rheem* — torpedo damage; extensive battle damage and gun alterations on 12 LSTs; and a large group of miscellaneous lesser battle damage repairs and alterations to various ships.

Probably the most heart-breaking of the lot was *USS San Francisco*. Her Commanding Officer Captain Cassin Young had been killed while commanding her and it had been his good judgment and intestinal fortitude that saved *Vestal* during the Japanese attack on Pearl Harbor.

*Vestal* stood out for Funafuti, arriving there on November 22. During her brief stay in Funafuti, she completed 604 jobs on 77 ships and eight shore activities; the outstanding job being on the carrier *USS Independence*, which took a torpedo amidships, damaging the second and third decks and opening a hole in the hull about 30 feet by 20 feet at the waterline.

Underway again on January 30 for Makin Islands, *Vestal's* orders were changed enroute and on February 3 she arrived at Majuro Atoll, Marshall Islands. Here, her big job was to repair *USS Washington's* collision damage which folded about 60 feet of her bow down to an angle of 70 degrees below the horizontal. Although the job was estimated to be a 30-day job, it was done by around-the-clock shifts in 10 days and the battleship was sent on her way to Pearl Harbor for a new bow.

*USS Vestal* was by this time in need of repairs herself. She needed new evaporators, new equipment, supplies and a general overhaul. Departing Majuro, she sailed for the Mare Island Navy Yard, San Francisco, via Pearl Harbor. Departing Mare Island on September 8, 1944, with a new coat of green camouflage paint, she was ordered to Ulithi via Pearl Harbor and Eniwetok. From Eniwetok to Ulithi, *Vestal* towed the Army cement barge, *Chromite*, and the Navy ammunition barge, YF-254, arriving in Ulithi on October 15, 1944.

At Ulithi, 2,195 jobs for 149 ships were completed, including work on 14 battleships, 9 carriers, 5 cruisers, 5 destroyers, 35 tankers, and many miscellaneous auxiliary and merchant ships.

*Vestal's* big job at Ulithi was on *USS Reno*, light cruiser, which took a torpedo hit in compartment abaft the after engine room, leaving a hole 45 feet by 30 feet in the hull, flooding the engine room, ice machinery compartments and a magazine. *USS Reno* was shortly on her way back to the United States, well repaired for the long journey. On February 25, *Vestal* sailed for Saipan, arriving there on February 27. The two months of labor there saw several hundred jobs completed, principally for the amphibious craft which invaded Iwo Jima.

On April 1, 1945, the great battle for Okinawa Shima and Nansei Shoto Islands in the Ryukus began. *USS Vestal*, ever being near the front, was underway from Saipan on April 23, 1945, and arrived in Kerama

(Continued on Page 16)

## Vestal History . . . (Continued from Page 15)

Retto off the southwestern tip of Okinawa on May 1, 1945. Now known as the "Mighty V" or the "Green Dragon," she was assigned an anchorage where the night before, a Jap suicide plane crashed into *USS Terror* and where the two ships before the *Terror* had been crashed by Jap suiciders. A long series of calls to "Battle Stations" followed, the crew racing to General Quarters some 59 times during the month of May.

The best protection there against suicide attacks was a smoke or fog screen produced by all the ships which blended into one gigantic mass of low hanging smoke clouds. *USS Vestal* had two boats equipped with fog generators and several barrels of oil. Besides the fog generators, smoke pots were thrown over the bow of the ship which emitted a dense, white, sickly-sweet smoke for about fifteen minutes each.

By day and by night, Kamikaze planes came over; sometimes singly, sometimes in groups of three or four, sometimes more. On several occasions the "Mighty V" was apparently doomed but always a drift of fog or anti-aircraft fire or just plain luck carried the attacking planes too far, or too short, off course and into the drink or into some less fortunate ship.

Another source of danger lay in the fact that the Kerama Islands were still infested with the enemy who many times at night tried to swim out and board ships in the darkness or place mines under ships. All night long a constant crackling of small arms fire from hundreds of deck sentries broke the silence as they fired at every dark shape, floating object, ripple or sound.

*Vestal* was twice reported sunk by Tokyo Radio. As to our Fleet, Radio Tokyo said, "We sunk the bulk of the American Fleet and when it comes back, we will sink it again."

At Kerama Retto, called "Broken Ship Bay," the big job was repairing destroyer-type ships and getting them back on the radar or picket line or getting them in shape for the long

voyage back home. All repairs by *Vestal* had to be made between suicide attacks.

On June 23, 1945, the day after Admiral Nimitz announced that Okinawa was secure except for small pockets, *USS Vestal* moved the six odd miles from Kerama Retto to Nakagusuku Wan. During this passage she kept at least six miles from the tip of Okinawa in order to stay out of effective range of the Japanese shore batteries. Everywhere on the island that could be seen were bursts of shellfire, bombs, mortars or grenades doing the final cleanup of the cave-hidden Japanese.

On July 5, Nakagusuku Wan was renamed Buckner Bay by authority of ALNav 151.

On August 10, 1945, at 2055, a darkened Buckner Bay suddenly blazed with light from exploding vari-colored pyrotechnics and multiple flashes of gunfire and tracers. This display, augmented by the din of ships' sirens and whistles, spontaneously followed the announcement — later corrected — of the unconditional surrender of Japan. So great was the display of fireworks and so immense the feeling of victory that once the tension had been broken, the true peace announcement received at 0805, August 15, caused hardly a ripple of emotion.

Chief concern, or worry number one, had now become typhoons or tropical storms. *USS Vestal* had already stood out to sea twice to miss storms, once on July 19 and again on August 1, 1945. On September 16, she stood out again and when she returned the following day, she found that a chaos of destruction had struck Buckner Bay and many lives and ships had been lost or damaged.

*USS Vestal* had not long to relax, for on the 28th, she was ordered to readiness for the Ryukus' fourth typhoon of the year. Late in the afternoon of the third day, the division commander guided his convoy into Buckner Bay again. This storm-eluding mission proved to only a prelude to the natural fierceness of this area during the typhoon season.

On October 6 another typhoon was unleashed with such destructive fury as to surpass the disastrous 1924 Pacific hurricanes and the 1917 Tokyo typhoon.

On October 6, *Vestal* received a typhoon warning which disclosed a tropical storm some 400 miles in diameter with winds of 100 knots near the center, moving west-northwest at 17 knots, almost double the cruising speed of a Liberty ship.

At 0015 of the following day, a dispatch was received and all ships present were ordered to prepare to execute typhoon plan "X-Ray" and steam east within a hour's notice. By mid-afternoon orders were given, setting into operation the fleet of many kinds of ships anchored in Buckner Bay. First among the vessels to get underway was *Vestal*, clearing the harbor at 1600 and steaming due east.

Hoping for a possible entry into Buckner Bay on Wednesday, October 10, the ship was headed westerly bucking strong headwinds. While approaching the harbor entrance on October 10, the cry "life raft on the port bow!" came from the signalmen on the flying bridge, followed shortly by "second life raft on port beam!" Tiny specks rising with the waves were barely perceptible several thousand yards to port.

Ordering other ships of the division to proceed independently, *Vestal* put to port and shortly swung to windward of the nearest life raft. In the lee thus formed, seamen quickly lowered a motor whaleboat. The coxswain skillfully approached the life raft which had drifted into rough seas. Seventeen survivors clambered over the gunwales of the bouncing craft and were taken to the *Vestal*, which then brought alongside a second life raft.

Fifteen more survivors climbed the boarding nets to safety. In all, two officers and 32 bluejackets were taken aboard as survivors from LSM-15, which had sunk about 2130 the previous night outside Buckner Bay. Several small craft, part of a searching screen, were not on the scene. Hastily they rescued survivors from three bucking life rafts.

With the situation well in hand, *Vestal* put about and steamed for port, entering Buckner Bay at dusk. The typhoon had wrought an enormous price in death and destruction.

Dawn of the next day brought the shock of the disaster to full view. The number of ships on the coral beaches ran into three figures; the untimely death toll still higher.

From Okinawa, *Vestal* sailed on into Empire waters in September and remained there until December 2. On December 2 she stood out to her China station and remained there until April 21, 1946. From China, *USS Vestal* sailed homeward where she was transferred to War Shipping Administration Maritime Commission for disposal.

*USS Vestal* (AR-4) earned two Battle Stars on the Asiatic-Pacific Area Medal for participating in the following:

1 Star — Pearl Harbor-Midway — December 7, 1941

1 Star — Okinawa Gunto Operation; Assault and Occupation of Okinawa Gunto — March 24 to June 30, 1945

*USS Vestal* also earned the Navy Occupation Service Medal, Pacific, for her activities in occupied Japanese waters during the period from September 2 to December 2, 1943. She also earned the China Service Medal for the period from December 3, 1945 to April 21, 1946.

*USS Vestal* earned the World War I Victory medal for the period from May 25, 1918 until November 11, 1918.

**Statistics** LENGTH — 446 feet; displacement — 6,525 tons; beam — 60 feet; speed — 16 knots.

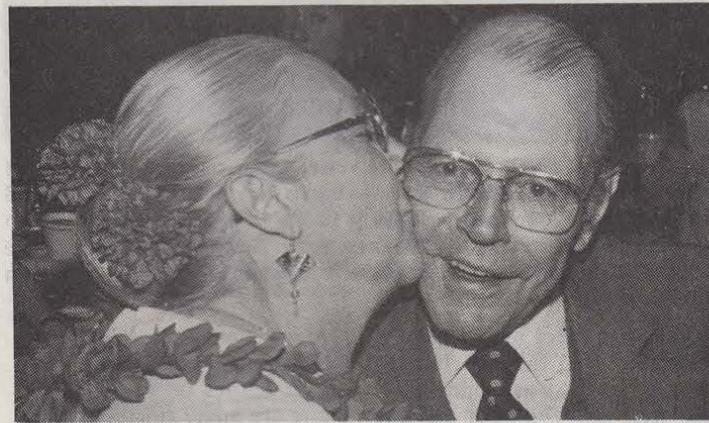
### SEND IN CHAPTER HISTORY

All chapters are reminded that their annual history must be submitted to the Historian each year on the 1st of April, as of the 31st of December preceding. Send your current history and years 1974, '75 and '76 to Bill Cleveland, 1106 Maplewood Ave., Portsmouth, NH 03801.

Bill would also like to get on the mailing list of all Chapter newsletters.



# 1982 NATIONAL CONVENTION—SAN ANTONIO, TEXAS



# Ex-Zero Pilot Recalls the Day He and the *Yamato* Went Down

By Sgt. DAVE ORNAUER

Beginning with the Allied invasion of the Philippines, the Japanese reached deep into their samurai past for a tactic that would baffle and intrigue Westerners for years to come. It would also inflict heavy damage on the Allies in the final years of World War II. It was the kamikaze or suicide attack.

Kamikaze means "divine wind," which, according to Japanese tradition, swept down upon an invading Korean fleet centuries before and turned defeat into victory for the Japanese.

It was an instrument of desperation. The Japanese were low on fuel and munitions. The kamikaze pilots preserved both by sacrificing their lives to make every 500-pound bomb count and every trip one-way.

It was a way to turn defeat into victory, their leaders said. It was an honor to die for their empire and emperor.

But, a former kamikaze escort fighter pilot says he and fellow World War II student pilots felt it was no honor to die in such an attack.

Kinya Naoi, now a 61-year-old writer for stage and screen, has written more than 20 scripts on the subject, using his experiences as a pilot.

He said he endured many hardships because of the war. Many of his friends took their "last flight" while he watched; he was shot down in the attack that sank the battleship *Yamato*; lost most of his family in the



KINYA NAOI

Tokyo bombing; and was later stunned to find his sister, Aiko, living with an American airman.

"There was no glory; just pain," he said. "So many bad things happened to me. We lost many people, soldiers and our country, for nothing."

Many students, including Naoi, were drafted into ROTC in 1943. He joined the navy and trained as a pilot; then later, when the kamikaze attack force formed in October 1944, he was chosen as an escort pilot. He flew at Leyte, Iwo Jima and Okinawa, the major kamikaze operations.

Ironically, he said, the kamikaze force was composed mostly of student pilots with little or no experience. "Naval Academy pilots flew regular fighter missions," he said.

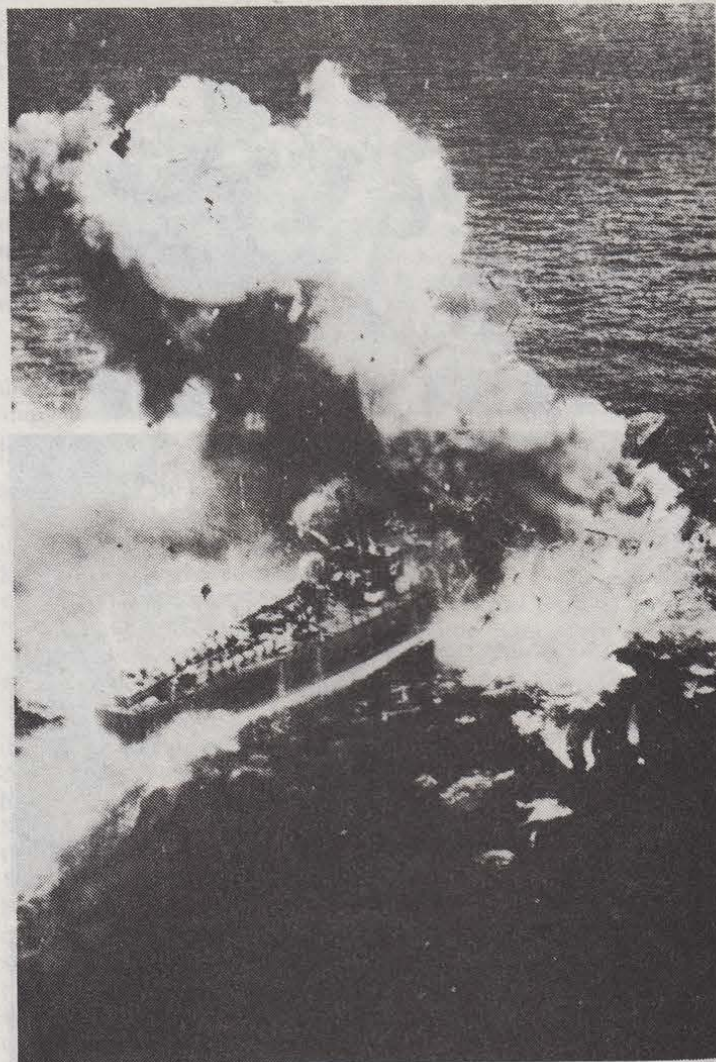
"We were least experienced, but we knew what power America had; what we faced. We were always told that the emperor was the son of God; that he would unite the nation against the demon Americans. The veteran navy pilots believed it. Most of the students, though, knew we'd never win — and yet we worked the kamikaze missions.

"The problem was the kamikaze force needed skilled, experienced fighters. Most of them were young, some of them 18 years old. Flying suicide and escort were both tough — several times I volunteered to fly kamikaze, to provide more experience for the force."

Aside from being young, some of the pilots were undisciplined, and sometimes rebellious, Naoi said. "There were many reports of pilots getting drunk frequently and fighting amongst themselves. Near the end of the operation there was much rebellion against authority, dissension and such," he said.

Some kamikazes would take off, but would return, using engine trouble as an excuse, Naoi recalled. "Once I had to test-fly a plane a pilot said had engine trouble. The commander thought the pilot was just scared . . . and the plane had no engine trouble. This was in Kyushu, just before the Okinawa clash.

"I questioned the pilot who told me his mother came to



The super-battleship *Yamato* — a vessel whose size and displacement nearly matched the *Queen Mary* — burns furiously after a bomb and torpedo attack on April 7, 1945. It took a total of 12 torpedo hits to finally sink the pride of the Japanese navy, successfully thwarting the Imperial Command's suicidal plans to assist its beleaguered troops on Okinawa.

Kyushu to meet him. I gave it thought, then falsified the report, saying it was engine trouble after all. The pilot met his mother that night and flew the next day. When I think about it, a tear comes to my eye — he was only 18."

Once, Naoi said, he escorted a suicide pilot who lost his sight when American gunfire hit him. "Glass shattered in his face and blinded him. So I gave him directions, and, as he dove, he thanked me.

"There was much of that, thanking the escort before a mission; asking us to guard them so they could finish their mission.

"Before each flight, we'd all pray for a minute for our families' safety," he remembered.

Many kamikaze pilots were men who had been wounded in earlier battles or who were ill. There are many stories of pilots who volunteered for the missions after they came down with tropical diseases or after they were wounded. Naoi said some pilots had even lost limbs in earlier actions. He said the doctors would fit them with crude artificial limbs and send them up.

If things looked bad for the Japanese in the fall of 1944, it looked much worse in the spring of 1945, when the Americans began their assault on Okinawa and when, on April 7, the Japanese navy was virtually destroyed. That was the day the Japanese Imperial Navy's

(Continued on Page 19)

## Norman Scott: Naval Hero We Won't Forget

By H.A. HOLBROOK

In 1942, Admiral Norman Scott would be on the *USS San Francisco* for only a few short weeks, but during that time he took his task force of warships into Iron Bottom Sound and at the Battle of Cape Esperance in October he rescued the reputation of the American Navy which had been so badly tarnished at Savo Island two months before.

Scott had been there at Savo, in the cruiser *San Juan*, to witness the humiliatoin. At Savo, his job had been to guard the tranports off Tulagi—and guard them he did. No transport was attacked by the marauding Japanese warships after they had finished their destruction across the channel.

In late August, Scott transferred his flag to the *USS San Francisco*, under orders to hold the line at Guadalcanal. With Savo fresh on his mind, Scott, at Espiritu Santo, trained his

warships in how to beat the Japanese at their own game. It wasn't long before that knowledge was put to the test.

On October 11, coming down the "slot," was the cruiser *Aoba*, flagship of Admiral Goto, with two more cruisers and two DDs.

In the clash that followed, fought in the dead of night, the Japanese lost a heavy cruiser and a destroyer and every ship of Admiral Goto's force was damaged. Goto himself was killed. Admiral Scott lost a destroyer and two of his cruisers and a destroyer was damaged—clearly a victory for him and for the American Navy.

The next month, in another night surface battle, Admiral Scott was killed while on the flag bridge of the cruiser *Atlanta*, to cut short his service as a battle-tried naval commander. But to him goes the credit for coming up with the tactics for stopping the Japanese at Guadalcanal.



Illinois Survivors meet for informal luncheon at the Swedish Glee Club in Waukegan, IL. They donated funds to the Waukegan's *News-Sun's* Help Them To Hope Fund. The funds go to assist needy families who would otherwise have dismal holiday seasons. From left to right: Orrin Sterken, Ambrose Ferri, and David Briner, 5th District Director.

## Pilot Recalls . . . (Continued from Page 18)

flagship, the battleship *Yamato* and five other ships went down and that day more than 3,600 Japanese lost their lives.

The *Yamato* and its flotilla were steaming toward Okinawa in hopes of turning back the attacking Americans, but were caught by American carrier pilots about halfway there.

Naoi was one of the pilots escorting the *Yamato*. He remembers the day well, because that is also the day he was shot down.

A Grumman F-6F Hellcat sent Naoi into the ocean between Okinawa and Tokunoshima. Upon impact, his head slammed into the plane's meter board, opening a gash in his forehead that left a scar that he still wears today.

It's not the only scar he carries from the battle.

"Two bullets hit the vertical tailwing, another hit my oil-tank," he recalled. "I was then hit in my arm, chest and ankle. One more bullet ripped through the propeller. As a result of losing too much oil, I had to lower the plane and land, still moving about 200-kph (124-mph) in the water.

"The place where my plane

went down was close to where the *Yamato* sank, and I saw many of the battleship's crew who had drowned all around me," Naoi said.

About 480 kamikaze planes, guarded by 32 escorts of the Imperial Navy and many army aircraft flew from Kyushu that day. None of the navy planes returned. He didn't know how many of the army's came back.

Military leaders knew the Okinawa battle would be a suicide mission for the *Yamato*, and the cruiser and eight destroyers accompanying the battleship.

"The Japanese had a kind of religious feeling toward the *Yamato*; they adored and believed in the biggest battleship human beings had ever built.

"But the military knew it couldn't overpower enemy planes. Even before Okinawa, rumors had started among the civilian people that it would be the *Yamato's* last mission and it and the crew would not return."

Five months after Okinawa, Sept. 2, 1945, the Japanese surrendered unconditionally, something that angered Naoi.

"I was not angry at America, but at the emperor. Why did he let so many pilots die? I wanted

## MICHIGAN MOTOR CITY CHAPTER 2

Supports the *GRAM*

"There Are Some Days  
You Don't Forget"

December 7, 1941

to kill myself, but I decided to carry the burden with me, alive."

He found most of his family had died in the Tokyo bombing. Two years later, his sister found him—and told him she was living with a U.S. Air Force man.

Naoi said, "I couldn't believe it. Aiko was living with an old enemy. I disowned her at first, but, at her insistence, I finally met this man to thank him for taking care of her.

"I found he wasn't the way military propaganda said Americans were. This man was very nice. Through patience and understanding, he showed me human is human, no matter what country that human's from.

"He went to fight in Korea in 1950. Just before he left, he and

Aiko got married, and I finally accepted this man as my brother-in-law. He's dead now, but I still feel the same way. His children go to school in the States; they call me their Japanese daddy. Aiko lives in Fussa City near Yokota A.B. Japan.

"Things have changed. As a scriptwriter, I've written about 200 movies and 300 TV pieces. Other pilots have good jobs; one, named Rokusuke Tanaka, is the minister of industry and trade in government. I'm sure they all feel the same way I do," he concluded.

Twenty-five years later, Naoi and 12 former Japanese pilots were invited to San Diego, CA, by the American Ace Fighter Pilots Association for a reunion.

Taken from *Far East Stars and Stripes*.

# SUMMER EXTENSION!

## To AUGUST 15, 1983

With the summer travel season upon us, we have had many requests from "foot-loose" PHSAers for additional time to prepare their biographical materials and orders for the Book. But, get started on it — the new deadline is just a few weeks away!

## DEAR PEARL HARBOR SURVIVOR:

Once in a great while an opportunity comes along, to do something truly lasting and significant for one's self and for one's organization.

This is about one of those opportunities.

It is a way, not only to commemorate one of modern history's most momentous occasions — December 7, 1941 — but to come closer together as an association.

Yes, we're talking about a book. *Not* just another book about Pearl Harbor, but a book *by those who were there*, told in your own words as we lived it. It's about *you*, your experiences, your life since the war, and about the Pearl Harbor Survivors Association.

Consider for a moment: a big, handsome, hardbound volume chock full of our personal stories, illustrated with our photos, sketches, prose, poetry, and memorabilia. An opportunity like you've never had before to tell what it was like — the sights, sounds, smells — or a special occasion to honor the friend or loved one who didn't make it home (or has since passed on).

It's also the story of our great association: its history — founders — membership and phenomenal growth — governing structure — districts — state organizations — and local chapters.

Moreover, in honor of PHSA's upcoming twenty-fifth anniversary in 1983, we're naming it "The Special Silver Anniversary PHSA Commemorative Book." It will feature a beautiful silver lexotone cover material, set off by the PHSA emblem in bright metallic chrome with rich red and blue accents. This project has received the approval of an overwhelming majority of the members of the Executive Board and PHSA'er Leon Forbes has offered his considerable talents as Official Book Project Editor.

Along with Leon Forbes, Jeff Millet, representing our publisher, Taylor Publishing Company, is handling all the details of producing the books. Some of the many commemorative histories TPC has done for other groups like PHSA are: *The China Airlift-Hump Pilots Book*, *The Flying Tigers-14th Air Force Book*, *P-47 Thunderbolt Pilots*, *Confederate Air Force Book*, *American Fighter Aces Album* . . . and many others



In fact, the famed *Hump Pilots Book*, which sold several years ago for \$32 and now brings \$75 when rarely available, is currently going into a second printing.

Our Pearl Harbor Survivors Association Book can be just as important. Indeed, it will probably be the greatest reunion of Pearl Harbor Survivors, ever. And, because we plan to produce only enough books to fill orders received before August 15, 1983, it will be a true limited-edition collector's item. (Each book will be serially-numbered in the sequence orders are received.)

IT COSTS NOTHING to have your story published in the PHSA Commemorative Book. So jot down your biographical and service history (maximum 150 words) — where you were, your ship or station, date entered the service, your recollections of the attack, where shipped after Dec. 7, and your life since the war — family, career, involvement in PHSA, etc.

Get out the old picture of you and your buddies and uniform, dusty snapshots of far-away places, the girl you left behind (or went home to), your ship or base — whatever you think is worthwhile (quality copies of priceless original photos are best). Include a "Most Interesting" — or Dangerous — or Exciting — or Funny — episode. *We need* your stories and other items to make this truly *our book* — and representative of all who were on Oahu on the Infamous Sunday in 1941. (See Sample Story at right.)

**IMPORTANT NOTE:** You *do not* have to purchase a book for your story to be included, so share your treasures with your fellow Survivors!

But, if you *do want* a copy of this magnificent and history-making volume — the *first* and *only* one of its kind — we urge you to fill out the Book Reservation Form at right and send your order in today. Lowest numbers will be assigned to early orders.

Think, too, of your brother, friend's widow — children and grandchildren — and take a \$2.50 discount on additional copies, good only through August 15, 1983.

Use your MasterCard or VISA for ordering convenience — or our special budget 3-payment plan.

At any rate, get your stories, photos and other materials on their way to us. Do it today — NOW — THIS MINUTE! We want to hear from you.

**And, REMEMBER PEARL HARBOR!**



SAMPLE STORY



ROY ANDERSON

Aviation Cadet age 17, received first Cadet Wings issued by the government. At 18, enlisted '44. Received aerial gunner's wings at Tyndall Field, FL. Picked up our B-24 bomber at Mitchell Field, N.Y. Flew to Bermuda, Azores, Morocco, Tripoli, Cairo, Iran, India and Destination Chengtu, China, a secret air base surrounded by mountains, 425 Bomber Sqd. 308 Bomb-Group 14th Air Force. Targets, industrial cities of Sinsyeng, Tsandhsien, Uncheng, Loyang and Yellow-River Bridge. First three combat missions while 18 years old. Flight engineer and top turret gunner with T/Sgt. rank. Longest mission, 10½ hours to Tsanghsien. Awarded Distinguished Flying Cross Air Medal and China War Memorial Medal. Memorable experience: returning home from bombing mission, two engines out, losing altitude, clouds closed in at Hsian, circled for another attempt, clouds opened up, went in for landing, losing third engine. Second before we touched down the fourth went out on the runway. All gas tanks were empty. Married 30 yrs. to Vivien, 2 married children, Christine and Roy.

### DON'T DELAY! JOIN IN THIS LANDMARK BOOK BY—ABOUT—AND FOR PHSA!

If you've been thinking about whether or not to submit your story for the PHSA Commemorative Book, we urge you to do it today. Without your input, the history of PHSA just isn't complete. Remember — it's fun, it's Free — it's for YOU. DON'T MISS OUT!

We're also seeking more editorial-type essays for the book, as well as photos of operations, ships, people, camps and bases. Send 'em to us!

### HERE'S WHAT TO DO:

- Type your biography in 150 words or less, double-spaced. If you can't have it typed, send it in anyway.
- If you know of any Survivor who has passed away, try to have a relative contribute his or her story. Or, you can. The same goes for anyone near or special to you who didn't survive the war. Please feel welcome to submit their story or other materials.
- Gather up your best photos (either vintage or modern).
- In addition, if you have a special experience to relate, or a drawing, map, poem, other memorabilia or editorial contribution, please send it along, too.
- Complete your Book Reservation Form.
- Send all materials (including check or charge information for book orders) directly to our publisher at the address below. Thank you!

Pearl Harbor Survivors Association  
 Commemorative Book Committee  
 c/o Jeffrey R. Millet  
 Taylor Publishing Company  
 2370 Riverside Drive  
 Santa Ana, CA 92706  
 714/434-7255

Delivery of Books is planned for late 1983.



CLIP AND MAIL TODAY If you don't wish to cut GRAM, Xerox copy OK

Ship Books to:  
 Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please reserve my copy of the Special Silver Anniversary PHSA Commemorative Book, at the introductory price of only ..... \$ 37.50

I also wish to order \_\_\_\_\_ additional copies at \$35.00, a savings of \$2.50 each ..... \$

Please personalize \_\_\_\_\_ books with the following names in bright metallic foil on covers, at \$4.00 each . . . \$

Name \_\_\_\_\_  
 Name \_\_\_\_\_  
 Name \_\_\_\_\_

Postage/Handling \$2.50 per book ..... \$ \*

\* (Note: Publisher pays P&H on all orders received paid in full.)  
 Return Form to: Pearl Harbor Survivors Association  
 Commemorative Book Committee  
 c/o Jeffrey R. Millet  
 Taylor Publishing Company  
 2370 Riverside Drive  
 Santa Ana, CA 92706

TOTAL DUE: \$ \_\_\_\_\_

Special Silver Anniversary PHSA Commemorative Book

### BOOK RESERVATION FORM

Limited Offering / Limited Edition / The Ideal Gift

#### CHARGE CARD PURCHASERS

complete the following:  
(Single-pay orders only, circle one at right)



Name on Card \_\_\_\_\_

Card # \_\_\_\_\_

Expiration date \_\_\_\_\_

Cardholder signature \_\_\_\_\_

#### BUDGET 3-PAYMENT PLAN:

If you wish, you may pay your total order in three equal installments. (No credit card orders on Budget Plan.)

Terms: Make is easy on yourself. Send us 3 equal payments in regular intervals, just as long as full payment is received no later than September 30, 1983. Postage and handling of \$2.50 per book must be added to total order. I agree to the above terms.

Signature \_\_\_\_\_

# MINI NEWS ★ MINI NEWS ★ MINI NEWS ★ MINI NEWS ★

New York's Statue of Liberty Chapter has scheduled its Pearl Harbor Day 1983 ceremonies in coordinated events on both sides of New York Harbor's "Narrows" at the foot of the Verazzano Bridge for December 7, starting at 1155.

The principal ceremony will be conducted at Fort Hamilton, Brooklyn, NY, simultaneously with the coordinated events across the Narrows at Fort Wadsworth, Staten Island, NY, which will be linked by radio. The commemorative wreath will be dropped in the Narrows between both sites. All of the New York community is being asked to participate. Luncheon will follow in the Fort Hamilton Officers Club.

Pearl Harbor Survivor members and Chapters wishing to participate are asked to write to Pearl Harbor Day Chairman Al Seton at P.O. Box 174, New Dorp Station, Staten Island, NY 10306.

\* \* \* \*

Also from the New York area we have received two newsletters from Long Island Chapter 135. Their April meeting was held at the Massapequa American Legion Post, which was called to order by President J. Riffle. A brief business meeting was held with the membership planning to dedicate a plaque to the U.S. Sub. Veterans Memorial at the Bayshore Marina. Also during the month of May, the membership will participate in the Memorial Day Ceremonies at Eisenhower Park Bell Tower.

President Riffle gave a report on the 8th District meeting at Chicopee, MA. From his report, this meeting was well attended. The fall meeting will be held in September from the 23rd through the 25th, in Nashua, New Hampshire.

Chaplain Phil Fortunato reported to those members present that the social studies teacher at Babylon High School has made a request for members of the Chapter to please come to the school and make a presentation to the students on the December 7, 1941, attack on Pearl Harbor. Members John Van Zyll-De-Jong, Bill Harmon and Frank Mankowski volunteered

to put this worthy program on at the High School.

Chapter members were also asked to participate in ceremonies and the dedication of the Pearl Harbor American Legion Post 1941, at Port Jefferson.

\* \* \* \*

Heading out of the State of New York and down the eastern coast to the State of Florida, we find Suncoast Chapter 1 and their membership of 68 active in many events within PHSA.

Their April meeting was held at the Brown Derby Santa Madeira with the members enjoying a dinner of either roast beef or swiss steak with all the trimmings. Of course, after dinner, as usual, it was sea-story and tale-swapping time.

At this April meeting, the Chapter took on the task of getting their membership up to the 100 bracket. Another big chore they have taken on is the 6th District Convention which will be held in the Clearwater Beach area.

Headquarters will be at the Adam's Mark Caribbean Gulf Resort, 430 South Gulfview Blvd., Clearwater Beach, FL. This will be held during the month of September from the 5th through the 9th, 1984. More information on this in later *Gram* issues. The Chapter will hold a future dinner/meeting at the hotel so as to inspect and get acquainted with the surroundings.

During the month of June, the Chapter held their meeting at Chief Charley's out on Alt. Highway 19.

Memorial Day Services were held at the Bay Pines VA Memorial, along with other veteran organizations.

\* \* \* \*

Over in the state of Mississippi, we find the Mississippi Magnolia Chapter 1 meeting at the home of Mr. and Mrs. Hilburn Barris in McComb. The group got together for a luncheon with steaks and all the trimmings.

After the luncheon, the members along with Mississippi State Chairman Bill Ripple and Sixth District Director Clyde Hudson, retired to the den for the business meeting while their ladies were entertained by their

most gracious hostess, Emily Barris. During this monthly meeting it was learned by those members present they would lose a very dear member and his wife to the state of California — Mr. and Mrs. Bob Chamberlain. As Clyde says, "It's our loss and California's gain."

After the meeting the members and their wives were entertained with the excellent wit and showmanship of Puney Mae. Puney has talent galore, according to the membership of Magnolia Chapter 1 and everyone within PHSA should have the opportunity to see her show.

*Editor's Note: Welcome to California, Mr. and Mrs. Bob Chamberlain. These Nevada sailors out here will welcome you both with open arms.*

\* \* \* \*

Heading on up and over to the state of Arkansas, we see it's springtime once again. Chapter 1 held their annual picnic at the Arkla Gas Co. Clubhouse, with all those present having the time of their lives. It was fun time and that is what they had.

This was a potluck affair with the Chapter supplying the meats and the gals of the Chapter bringing their favorite dishes. According to Hank Retzloff, no one went home hungry. It's just too bad that spring doesn't come around at least twice a year, according to Hank.

Hank also reports to the *Gram* that Charles Horner of Chapter 1 is doing a great job with his slides and his tape recordings in presenting the Pearl Harbor story to groups around Russellville. The Chapter gives a big "thank you" to Charley. Keep up the good work.

As long as the Chapter is handing out praises, they would like to send along a "thank you" for a job well done to San Antonio, TX, Chapter for their endeavors on the past National Convention. Everything was outstanding. Nothing was left undone, according to Arkansas Chapter 1. their only complaint was not getting the October 1982 issue of the *Gram* before convention time.

Mr. Bill Eckel was elected to the office of Fourth District Director this past March at an

Executive Board Meeting in Memphis, TN.

On May 30, the Chapter held two memorial services, with the first one being held at the foot of the Broadway Bridge in North Little Rock and then traveling by convoy to the National Cemetery in Little Rock for wreath-laying ceremonies.

\* \* \* \*

A report was received here in the *Gram* office from Third District Director Frank Mack on their activities. His report is as follows:

To satisfy the IRS and allow national officers to claim expenses attendant to visits to Districts, State and/or Chapters, it is necessary that the National Officer receive a written invitation from the activity to be visited.

Also, that the National Executive Board neither encourages nor discourages Honorary Membership at Chapter Level. This action and its inherent responsibility to our Association rests with the membership of each Chapter. No Honorary Member shall be permitted to vote, hold office or wear the PHSA uniform (hat, which is sold by the National Storekeeper).

The National Executive Board has revoked Charter 24, dated 10/23/64, which was awarded to Topeka Chapter, Kansas 1. A shift in membership to Kansas Metro Chapter, Kansas 3, caused this action.

New Mexico held a State Reunion at Truth or Consequences State Park, May 15. And during the month of April, Nebraska held a Spring Convention at Lincoln, with the Summer Picnic scheduled for Seward, NE, during the month of July. Bob Osborn, Nebraska State Chairman, has sent a Nebraska State Flag to National Secretary Hal Pickard to help complete the State Flag display at the PHSA

**J. G. "Gene" Mapes**  
**USS Tangier (AV-8)**  
**California Hangtown 30**

# MINI NEWS ★ MINI NEWS ★ MINI NEWS ★ MINI NEWS ★

Memorial, in Las Vegas, NV.

\* \* \* \*

While in this area, we should stop in and say, "Hi," to Oklahoma Chapter 1. They held their Spring Outing and Fish Fry at the home of Garvin and Irene McComas, in Minco, this past May.

Paul Branson, OK State Chairman, furnished the fish with Garvin being the cook and chief bottle washer. The Chapter ladies brought covered dishes and salads to complement the fish.

It was a fun-filled afternoon, spent eating all the fish and goodies that their tummies would hold, swimming, visiting, playing cards and having a wonderful time.

\* \* \* \*

Still heading out west and stopping to see our many friends in PHSA with the Utah Chapter.

During the month of March, the members had the opportunity to talk to one of the high schools in their area and the students of Hillcrest High, at Midvale, UT. President Jack Mead and Lawrence Smethurst spoke to two history classes on the Pearl Harbor attack and the Pacific war that followed Pearl Harbor. According to Lawrence the students asked many questions and some very good ones in comparison with today's events and the events taking place in the 40s.

Through these two contacts and programs it has encouraged the Utah Chapter to contact other schools throughout the area and to give other programs of this kind.

\* \* \* \*

This is one of the Chapters we missed in the last issue due to the *Gram* not receiving a newsletter, but they have reported this time with two newsletters, so, welcome aboard, California Chapter 18.

The Antelope Valley Chapter

is still going strong within PHSA, visiting many Chapters throughout Southern California. "Big Jim" Wilson, who is State Vice-Chairman, South, has been traveling all over the state to bring the message of PHSA to other veteran and social groups.

President Bob Little reports that all of their meetings are now held in the IAM Machinist Hall, in Palmdale, CA. This is on the third Sunday of each month.

They held their Ninth Birthday Party during the month of June, at the Antelope Valley Inn, in Lancaster, CA. This affair was a big bash and fun time for all.

It was parade time once again for this marching bunch. This time in the Quartz Hill Almond Blossom Festival Parade. There were a total of 20 survivors participating in this event. After the parade, everyone met at the Wilson's for lunch.

For Memorial Day Services, the Chapter members were spread thin while attending three services. Some traveled all the way to Riverside, CA, to attend services at the VA Memorial Cemetery, while others attended services in Palmdale and the rest of the Chapter headed up the freeway to Lancaster and attended services there.

Also, during the month of June, the Chapter participated in the Elks Flag Day Ceremony in Palmdale, CA, and the Elks Flag Day Services in Lancaster, CA.

\* \* \* \*

As usual, we have a lot of California news, so we might as well spend some time out here while we march through the state.

Down San Diego way they are clearing up affairs from the big State Convention that they hosted this past April. San Diego Chapter 3 always puts on a great convention which is talked about for months. A job well done!

A former Chapter member, Ski Szwab, now living in Toledo, OH, has been recognized with a 100-hour VA Hospital Award this past April. Congratulations, "Ski."

Harry Hall reminds all you

survivors in the San Diego Chapter to please continue bringing in those pull tabs with you when attending Chapter meetings. They are still needed. Also a reminder from Harry to get those PHSA Commemorative Book biographies of 150 words or less in as soon as possible.

\* \* \* \*

Meanwhile, up in Hangtown 30 and with the baby Chapter in the state of California, we find them active as beavers. Gene Mapes, the Chapter Treasurer, reports that Bob Sherman (*USS Conyngham*), their new president, is still in seventh heaven from the bash they had on the night of the Charter presentation. He is still in a daze as to the many survivors and their wives from California Chapters who were present for this event. He is especially thankful to Dwight Kenady, President of Chapter 23, for the gift of the beautiful hand-crafted gavel that was presented to him. Also, the very clever replica of Hangtown that was presented by Mayo Fowler of Chapter 11. All the gifts that were given to Bob will be a constant reminder of good friends and the pleasure of working with all of PHSA. And last, but not least, for the many donations from various Chapters to help them get started, one heck of a big, "thank you."

Hangtown 30's principal meeting place will be the Veterans Memorial Building at the Fairgrounds in Placerville, CA. This will be on the fourth Sunday of each month. In the 1850s, placer miners named the town Placerville; later the miners nicknamed the town "Hangtown," because of the daily hanging of claim jumpers. Still today, under the Placerville City marquee, the name "Old Hangtown" still lives.

Placerville, county seat of El Dorado County, is only seven miles from the sight of the first gold discovery in California in 1849 by James Marshall.

*Editor's Note: There were 21 Chapters present for the Charter presentation.*

\* \* \* \*

Enough of the California

news for awhile. Back in Iowa with the Hawkeye Combine Chapter, we hear from Herb Hansen and their members that during the months of June and July they will have marched in three parades. Ref. picture of murals that are put on each side of the truck they use in these parades (photos elsewhere in the *Gram*).

Jim and Shirley Clark, Charles City, IA, received gifts from the membership in appreciation of the hard work they have done over the past eight years. Jim was given a plaque for having served as Iowa State Chairman for the past eight years.

Lawrence Fredricksen will be hosting a barbeque for the Chapter before retiring next September. This should be one of the big events of the year for members of the Hawkeye Combine Chapter.

\* \* \* \*

Back once again in the state of Florida and Gold Coast Chapter 4. During the month of April they held their monthly meeting at the Boc Del Mar Country Club. It was a buffet brunch affair held at one of the Chapter's favorite meeting places. Their guest for the evening was Mr. John B. Allen, former Commissioner of Ft. Lauderdale and very active in civic affairs in Broward County.

Many thanks go out to Cy and Jean Cybulski for hosting the last meeting in their home. Guests for this meeting were the President of Miami Chapter, Anthony Anzalone and White Cap, Dorothy Yound, also the President of Colorado Chapter 1.

New officers were installed at this meeting and a "well done" applause was given to outgoing President Charles Stephan for all his time and dedication to the Chapter.

\* \* \* \*

Up to the state of Virginia for a report on the District of Columbia State Convention held this past April.

The convention was held at the Hotel Chamberlin in Fort Monroe, VA. Earl Selover,

(Continued on Page 24)

**WE SUPPORT THE GRAM  
AND THE DEDICATED  
PURPOSE OF PHSA, INC.  
N.C. CHAPTER NO. 1**

# MINI NEWS ★ MINI NEWS ★ MINI NEWS ★ MINI NEWS ★

State Chairman, called the meeting to order in the Merrimac/Monitor Room with 39 survivors registered.

The Chairman recognized the President of each Chapter and the Past State Chairmen who were present. He expressed appreciation from himself and all members present for the efforts of Jim Martin as Convention Coordinator and Jim Lynch as Host Chapter President for the arrangements and the hospitality.

Following introductions, the Chairman reported that the September, 1982, roster showed that 282 members were now in the Virginia-District of Columbia area.

The Chairman reported to the membership present the availability of photographic slides which might be valuable to each chapter in making presentations of the Pearl Harbor Story in schools and other public gatherings.

The status of *Gram* was discussed at great length on the floor. There was great concern of said members for the administrative and financial integrity of the *Gram*, and to express this feeling to the Board of Directors. The Chairman outlined his understanding of the difficulties and information he had received by correspondence with the National President and the Editor. A consensus emerged that additional time was needed to overcome the difficulties and a motion to adopt the resolution was withdrawn.

Earl Selover was elected by acclamation to a two-year term as State Chairman for Virginia-District of Columbia. Hez Hudgins was reappointed to the office of State Chaplain.

\* \* \* \*

The following report is from Fifth District Director Julius A. Finnern. Julius suggests to all his members that they continue to lobby their Congressmen/women for a ship named the *USS Pearl Harbor*; also to support the Federal Charter for the Pearl Harbor Survivors Association, Inc. These are bills H.R. 2022 and S. 131.

Congressional inaction on these bills must come to an end.

Of all the veterans' organizations having a federal charter, to delay or deny a charter to the PHSA, Inc., is inexcusable. This charter can be obtained only if we of PHSA continue to pressure our men/women in Congress.

Raffles in most states are legal when licensed, but postal regulations state they *cannot* be distributed through the U.S. mail. It is a federal offense.

The Fifth District convention will be hosted by the Wisconsin Chapters from June 29 through July 1, 1984.

\* \* \* \*

Back out west again and heading for the state of Arizona, we found the Howard E. Brannon Chapter of Phoenix having a great time at the King's Table in Scottsdale, AZ. This was a dinner-meeting for the month of April. During the month of March, all the chapter members traveled over to Hilda Jarolimek's for a delicious turkey dinner which she prepared for 30 members and their wives. She held this grand affair in her backyard and thriving garden. According to all hands, it was really a scrumptious meal.

The Fleet Reserve Assn. invited all PHSA members in Phoenix and surrounding areas to their Spring Steak Fry, which was held during the month of May.

We are getting ahead of ourselves here in the *Gram*. Let us all go back a month or two and review the month of March once again.

Harold Burns and Robert Widmark represented the Chapter at the Massing of the Colors Ceremony at Sun City. They report that the program was most impressive, but made one suggestion to their membership: that maybe they should let the High School ROTC carry the flags the next time. Those flags get heavier every year, don't they, fellows?

For the month of May, the Chapter members had a cook-out at Kiwanis Park in Tempe. It was hamburgers, hot dogs, steaks and even a few tacos. It was all Lew Litchfield and his helpers could do to keep enough hot food on the grill for this hun-

gry bunch of survivors.

Cliff Taylor would like to make a request through the *Gram*. If all members are not receiving their newsletter, please call him or drop him a postcard. If he doesn't hear from you in a three-month period, they will drop you from the mailing list. Enough said?

\* \* \* \*

Let's head down Texas way and see what our wonderful friends are doing in Alamo Chapter 2 in San Antonio, TX.

On Memorial Day, the Chapter presented their colors and laid a wreath at the Ft. Sam Houston National Cemetery.

Their next meeting will be in July at "Fatso's" Restaurant, which is located approximately one mile west of Loop 410. This will be a dinner-meeting, so all of PHSA who can come to this event; be there to support this wonderful bunch of survivors who worked so hard to give us a really great National Convention last December.

Joaquin Gomez, President, wishes to remind one and all if you haven't paid your dues for 1983, please send them in immediately. Make check payable to PHSA Alamo Chapter 2.

At the end of May, the Chapter had added eight new members to their roster. Well done, San Antonio. Keep up the good work.

\* \* \* \*

Up in Indiana, we have heard from John Berlier and he reports that all Chapters within the state are going strong and real active.

During the month of April, Indiana Chapter 1 had a ladies' Out Day at the Cambridge Inn, in Indianapolis, IN. It was also picture-taking time for the PHSA Album at Spring Mill. Harley Guynn was kind enough to do this chore for the Chapter.

Over in Indiana Chapter 2, they were involved in several parades. On Memorial Day, they were at Dyer, for the Memorial Service at Highway of Flags; then, in July and August, it's parade time once again for the Fourth of July Parade at Munster, IN, and the Phayer Parade in August.

Our thanks go out to the fol-

lowing members of Chapter 2 and a well done for spending their time at Lowell High School, telling the students about Pearl Harbor and how the U.S. must be prepared to keep America alert! They are: George Churley, Herb Roach, Mario Jobbe, George Lininger and Ed Jagiela. Nice work, fellows.

John reports that the snowbirds should be returning home from Florida and Texas this month. You were really missed.

The big bash for the state of Indiana was their annual Chapter One Picnic. This was held at Ernie and Doris Boughs' in Terra Haute. Also, during this picnic-meeting, they elected new officers for the coming year. At press time, we had not received their names, but will get them in the next issue of *Gram*.

\* \* \* \*

There is much more California news, so we will head west once again and this time check in with Chapter 25 of Chico, CA. These busy survivors of 25 celebrated and completed its sixth birthday party, the Clambake and Steak Feed. This was held at the fairgrounds in Yuba City. There were 138 in attendance, including national officers. First District Director Ed Flaherty and National Chaplain Frank Solomon were present.

On Saturday morning during these festivities, Karl Johnson, Vice State Chairman, held a North District Joint Area meeting at which there were over 100 in attendance.

Their tailgate party on Friday evening had lots of rain, but with the help of umbrellas, they managed to get those steaks barbecued. During the Saturday night bash, it was fun time once again, with lots of clams and steaks, plus dancing. From all reports, it was a real swinging affair. We should add here that this was a joint affair between Chapters 25 and 26.

**NORTH CENTRAL  
TEXAS CHAPTER**  
The Biggest Little  
Chapter In Texas



MINI NEWS ★ MINI NEWS ★ MINI NEWS ★ MINI NEWS ★

On get-away day, Sunday, there were over 100 who showed up for breakfast. About the only complaints heard were from those who like S.O.S. The portions were rather "skimpy."

President "Cohasset Grizzley" Scott wishes to thank one and all for the hard work put into this affair, especially the ladies. Also to Bea Thorne — bless her — for the afghan she made. It was beautiful.

During the month of May, the Chapter held their meeting at the Cook House Restaurant in Chico. Then in June, it was picnic time at "Grizzley's Acres."

\* \* \* \*

Heading on down to Fresno and Chapter 8 of California, we find these survivors getting ready for the 1984 State Convention. Roy Littrell, President of Chapter 8, says that this time around they will put on a better convention than they did a few years back.

They held their March meeting at the home of John and Carolyn Peterson, in Visalia, CA. There were over 44 in attendance. With President Littrell being absent for the meeting, it was conducted by Vice-President Gil Olinger.

The month of April was a dark month due to the State Convention in San Diego. During their March meeting, the subject was brought up about chartering a ship for the next Hawaiian Reunion in 1986. This sounds like a great idea. Keep us informed, John.

I believe all of PHSA would be interested in this trip. Write to John if there is interest on your part: John Peterson, 2703 S. Court, Visalia, CA 92377.

Vaughn Avedigian of Chapter 8 is active along with the Navy League, Fresno Council, assisting them in raising funds for the construction of a marker for the U.S.S. Nevada, placing an historical marker at Nevada Point,

**William O. "Bill" Good**  
**President, Ark. #1**  
**Schofield Barracks**  
**98th AAA**

at Pearl Harbor.

The scuttlebutt has it that in San Antonio at the National Convention, George and Noreen Blake were stranded on one of the barges on the river en route to a Barbeque Hoedown. Some are reporting engine failure — or was the cox'n getting advice from the old salts aboard?

\* \* \* \*

Still out west and heading up to Alaska with the North Star Chapter of Anchorage, we find them during the month of May, having their monthly meeting at the Jack Henry Post 1.

Also, during the month of May it was Walk for Hope. Gene Golman and Jean Faulkner dispensed gourmet meals of mouth-watering hot dogs to the blistered, lame, and weary walkers in the Eagle River area. Dorothy Pickering put in a full day's work at her station at Service-Hanshaw, which was the end of the trail for the Anchorage walkers. From all reports, the day was successful, rewarding, tiring and beautiful.

May is also Senior Citizens Month in Alaska. It was gather your children, grandchildren, friends and neighbors, and make a pilgrimage to the local Blood Bank and donate to the survivors' account. Their motto was "Let's all do our part — give a pint in May!"

James Murray, Charles Forselles, Ted Divis, Orville Gilman and Allen Patten have been very active these past few months visiting 38 schools and presenting the Pearl Harbor story to over 2,500 pupils. They do this on their own time and at their own expense. The rewards? Knowledge that the story, the Day and its events, have been presented honestly, truthfully, by those who were there. From all of us in PHSA, well done!

\* \* \* \*

Still staying up north, but back in the Michigan area with Chapters 1 and 2. These are the Wolverine and Motor City Chapters.

Howard Ward put out a meaty report to the membership of Michigan and we will try to re-

port most of it here in the *Gram*.

Wolverine Chapter 1 held their June meeting at the home of Nick Bauers in Kentwood. This was a pot-luck affair and as usual, no one left the Bauers' hungry.

During the month of July, they will have their annual Wolverine Picnic. This will be held at Oxbow Park, Hardy Dam. Once again, it will be all you can eat, with everyone expected to have a grand old time.

Over in Motor City Chapter 2 during their March meeting, the attendance drawing was won by Ed Bak. It was approved by the membership present that their annual picnic in June at Camp Dearborn, they will hold an auction. The Chapter supplied the food and it was bring your own beverage. Hosts for this event were Joe and Rosie Machczynski.

This was their last meeting until September. During the time off they will be working on the calendar of events for the fall months of '83 and the winter months of '84.

The Motor City Chapter has donated a State Flag to Hall Pickard, National Treasurer in Las Vegas, NV, for the Avenue of Flags. This state flag was donated to Hall by Norman and Mary Moore.

The Michigan State Chairman reminds all of you that state dues should be paid or please make a contribution to the state newsletter. There is a big drive to make the state letter pay for itself, so join in and help them make a go of it. You survivors who live out of state can also subscribe, so send in your donations. Howard's address is 17729 White Creek, Sand Lake, MI 49343.

Officers for the coming year in Wolverine Chapter 1 are as follows: President James Porter; Vice-President Albert C. Coleman; Sec.-Treas. Howard Ward; Trustees George W. Campbell, John G. Aupperlee and John W. Cates.

\* \* \* \*

News from the Seventh District and David P. Bedell. Dave reminds all members of the Seventh District that we now

have new officers in the association on the national level. Also, seven of eight new District Directors.

To a man, they appear most willing and dedicated survivors. Please give them your support and your reward will be a greater and finer PHSA.

Tom Stockett, National Vice President and Membership Chairman, has requested all members to try to sign at least one new member for PHSA. Let's make them proud of the Seventh District.

Dave says that it would be nice to have every Chapter in the PHSA boast of a Color Guard. The initial cost of maintaining such a unit may seem a bit high, but the results are certainly rewarding. They should be uniform in appearance. How about your Chapter?

Relive that morning once again. Plan a weekend trip into Pennsylvania. It's Tora, Tora, Tora at Latrobe Airport, PA. On September 24 and 25, 1983. Yes, it's the Valiant Air Force (Wing of the Confederate Air Force).

Remember this date, August 12 through 14, 1983. It's the Ohio State Convention with Central Ohio Chapter 4 being the host Chapter. The site will be the Ramada Inn, Reynoldsburg, OH.

"Pearl Harbor Remembrance Day"? Dave has taken the liberty to petition Governor Thornburg of Pennsylvania to follow the state of Virginia to set aside December 7, 1983, as Pearl Harbor Remembrance Day. It is possible that the entire Seventh District could set a precedent on this subject. Contact the governor.

\* \* \* \*

Back to the southeastern corner of the U.S.A. Once again, we pay a visit to Miami-Dade Chapter 8. From the reports in their newsletter the month of March was not good for the Chapter. Ted And Estelle Reiner, also Evvie and Max LeVine showed up for their March meeting at the DAV Hall, but it was dark and the doors were locked. But they made the best of a bad situation and shared a Chinese dinner and had a

(Continued on Page 26)

# MINI NEWS ★ MINI NEWS ★ MINI NEWS ★ MINI NEWS ★

wonderful time among the four of them.

President Anzalone and Nan are working on the Chapter Scrapbook, adding pictures and stories of activities that the Chapter has participated in. They will bring the scrapbook to all meetings, so if any of you members have something of interest to add to the book, please bring it along with you to the next meeting.

In June, they held their annual picnic at Tropical Park. Joining in with the members of Chapter 8 were the Sons and Daughters, and hopefully this will be a starter in getting this project underway. Also joining them were members from the Gold Coast Chapter. It was an all-day fun affair, with games, boating and lots of food.

On Memorial Day, many members traveled over to Post 85 and attended services at the Cenotaph. Also, during the month, they held their last meeting before the summer break.

President Anzalone wishes to remind all members of Chapter 8 to please keep in touch during the summer months so they can keep the newsletter going. No news, no letter. Just give David and Betty Leigh a call any time. According to the newsletter, they stay up late just waiting for your calls. So don't disappoint them.

\* \* \* \*

We are going to take a few hops, skips and jumps across this good old U.S.A. and out across the Pacific and drop in our friends in Hawaii and the Aloha Chapter 1. If I can get all their newsletters together, we might scrape something out of them.

Both the months of May and June were packed with events, meetings and parades that they participated in with members and friends. In the month of May alone, it was one event after another: their Chapter meeting at the Flamingo Chuckwagon on Kapiolani Blvd., then the Armed Forces Parade, and last, but not least, the island-wide campaign of cleaning up litter. Chapter members decided to spend their time cleaning up around the Arizona Memorial

Visitors' area. A big "mahalo" to all the volunteers.

They spread themselves rather thin over the Memorial Day weekend, trying to attend all the services being held on the island. The Arizona Memorial, covered by Joe and Lucille Niemitz; the Punchbowl, covered by Joe and Velda Arruda; and the Submarine Base, which was covered by Walt and Isabelle Andrewsen. They keep the saying alive out there in the islands by being active. "Remember Pearl Harbor — Keep America Alert!" Hang in there. You are all doing a great service for all of PHSA.

During the month of June, it was more meetings and events. Kamehameha Day, their social meeting at KMCAS, and Flag Day. This meeting was a potluck affair with the chapter furnishing all the refreshments. After the meeting the members held an auction of items that they had accumulated over the years and from all reports it was a huge success. "Aloha!"

\* \* \* \*

We are now back into California once again, and stopping to pay a visit to National Chapter 1 of Los Angeles.

There were several big events in Chapter 1 these past three months. The first being their 20th Birthday Anniversary. It all started back in April of 1963 at the Gardena VFW Post. There were 24 survivors who signed the petition to National for a Charter to form a Chapter — the first in the association.

The first meeting of the Chapter was in June at the Patriotic Hall in Los Angeles; in fact, two meetings were held there. But, due to the hall being dry — yes, we do mean dry — they decided to move their meetings back to the VFW Post in Gardena. They tried everything to get the Chapter going; parades, memorial dinners at the VFW Post, and even a party at the Higgins Brickyard.

We can say they made it, because after 20 years they are still going strong, thanks to a wonderful bunch of survivors and their wives. This outfit would be nothing without their wives. They hold us together.

Oh, yes, I can't forget the girlfriends. They all blend in and make a wonderful group. It was all topped off on the evening of April 24, with a big dinner-dance attended by many members and survivors throughout California. Believe us, it was party time. It was a gala affair.

On Armed Forces Day, 34 survivors in and around the Southern California area marched in the biggest parade to be held that day. If you remember the parades that were held when you were kids, it was like old times. All branches of military service were present and accounted for, along with PHSA. The standing ovation that we received, left a lump in everyone's throat who was present on that day. It was not all in vain. The people of today remember.

Memorial services were held by Chapter members at Roosevelt Memorial Park; and coming up in August is their annual picnic on the Mole at the U.S. Naval Station in Long Beach.

\* \* \* \*

Still in the state of California, but a little bit south and inland, we find Palomar Mountain Chapter 24 of Escondido, celebrating their Seventh Anniversary at the Ramada Inn in Escondido. The theme of the birthday party was eat, drink and be merry, and that is what they did all evening long.

On good of the order, the Chapter donated a 3x5 flag to the Indian Mission at Pala Reservation for their memorial services.

They held their May meeting at the Veterans Memorial Building and then attended memorial services at Oak Hill Memorial Park on the 30th. The uniform of the day was PHSA Caps, Hawaiian shirts, white trousers and white shoes. This is one of the Chapter's big events during the year, so it was well attended. After the services they were all served a turkey dinner with all the trimmings. Another big event on the 30th was the visitation to the Pauma Indian Reservation to honor their veterans who died in past wars and to present them an American Flag.

During the hot time of the year, July, they will have their annual picnic at Lake Dixon. Maybe the lake will help cool things off.

Back once again to the Memorial Day Services of Chapter 24 members. On the 28th of May they donated their time and services along with members of the American Legion Aux., in distributing flowers to various sites at the Oak Hill Memorial Park. As most members put it, the day was well spent and gratifying.

Back up north and heading out of Escondido along Hwy. 395, we take a turn off and head over to the coast and the Los Alamitos area to see what Chapter 14 of Orange County is up to.

According to Vice-President Jack Gamble they are getting tremendous turnouts at their meetings of Chapter members. There were 119 in attendance at their March meeting. Tell us your secret, Jack. Most of the chapters across this great land would like to know how you do it. But, whatever it is, keep doing it. During this March meeting, they had a visit from Miss Piggy and Kermit the Frog in full dress costume, who turned out to be none other than Dorothy Facer and her 8-year-old granddaughter, Loretta Drum. Also, at this meeting they had all of their Past Presidents present, who were instrumental in building Chapter 14 into the outstanding organization it is today. They keep adding and adding to their membership. At this March meeting they swore in three new members.

An information item that we took out of their newsletter that will be of interest to PHSA members is that the Department of Defense has adopted a new standard 5% commissary store surcharge for all services effective April 1, 1983. It will be added to the bill at the checkout counter. The Army and Air Force have been doing it this way, but the Navy and Marine Corps have included the charge in the shelf price of each item.

At their June meeting, they held a white elephant auction

# MINI NEWS ★ MINI NEWS ★ MINI NEWS ★

with their own Chapter member Harley Eppler being the auctioneer. Harley does a great job, in fact he is in great demand at many of the Southern California Chapters.

On Memorial Day the Chapter members along with the VFW participated in services at Forest Lawn in Cypress.

Two big events that will take place, one during the month of June, is their trip to the ball park to see the California Angels. This will be Pearl Harbor Survivors Night and we feel this will be an outstanding affair when we receive all the facts. Then, coming up a few months from now, is their really big shindig of the year: their annual Birthday/Installation Meeting in the month of October. This will be held at the Long Beach Elks Lodge in the Tiffany Room. No hurry for reservations, but keep this date in mind.

\* \* \* \*

While in the area of Southern California, let's hit the freeway once again and head a few miles north and visit with our friends from San Fernando Chapter 12.

The Kanes and Wahines had a great time during May at the Chapter's Potluck Luau. All the gals brought their favorite recipes which was either Hawaiian or Oriental Kau Kau (that's "food" to you haoles).

During the Memorial Day weekend, the survivors of Chapter 12 participated in services at Valhalla Memorial Park in North Hollywood. Since the Chapter was formed, they have never missed these services at Valhalla Memorial Park.

For the month of June it was ¡Olé! ¡Amigos! El Pearl Harbor Survivors Mexican Potluck Dinner-Meeting. One could get fat in this Chapter. They do have wonderful and delicious food at their monthly meetings. If you are ever in the area, on the first Saturday of the month, stop in and pay these folks a visit. You will remember it always, putting on a few pounds.

They meet at the VFW Post 10040, 8548 Lankershim Blvd., Sun Valley. It is just off the Golden State Freeway in San Fernando Valley. De is all bruddahs and sistahs in Chapter 12.

These members of Chapter 12 are putting in a pitch for the 1985 State Convention. You all remember the last one. We will keep our fingers crossed and wish you luck.

Jeanne Aupperlee wishes to remind all of you ladies of PHSA to send in those favorite recipes so that they may be published in their newsletter.

\* \* \* \*

Still several California Chapters to visit before we close down the Mini-News for this issue, so we might as well get on with it.

Way up in Mendocino and Sonoma Counties of Northern California the Luther Burbank Chapter 23 held their May event at the Crystal Lake Ranch with the hosts being Nick and Tex Gaynow.

Many of the Chapter members traveled over to the mighty metropolis of Fortuna, CA, to help Chapter 22 celebrate their birthday and, as posted in their newsletter, "a bash." Nick and Tex, in the above paragraph, held this special get-together at the lake for those members who stayed behind and at home. It was a Potluck Barbeque with those attending having a wonderful time.

We understand that Tom Bates is out among the golfers once again and ripping up the courses. While in the hospital, Tom took his clubs to bed with him every night, until the nurses caught up with him. As Tom puts it, in front of strangers, each golfer tends to sink below the level of his incompetence.

Heading into the month of June, Chapter 23 held their spring picnic at Spring Valley Lake; also, during the month of June, the members traveled all the way to San Bruno National Cemetery for the Avenue of the Flags Ceremony.

Memorial services were also held at the Avenue of the Flags in San Bruno National Cemetery. This coming July, it will be another outing at Spring Valley Lake, which will be a combined meeting and barbeque.

\* \* \* \*

We will head down south once more and then close things out for the Mini-News in this

issue. Up in the high desert area of California, we find Chapter 29 of Victorville holding all their meetings at George AFB, just outside of town. They are accepted with open arms by the U.S. Air Force and the Commander of the base. When they show up for their meetings at the Officers Club, they have the key to the place. It is turned over to them.

I don't believe you see this happening anywhere else in our association. It's just fantastic the way they are accepted and given the run of the base. As we said in the last issue of the *Gram*, this is a traveling bunch. You can always find two or three of their members at other PHSA Chapters around the state. If someone is having a parade, they will be there to give a helping hand.

During the month of April, they held their first birthday with 80 survivors and their wives in attendance. The meeting was informal and then turned over to Georg Goldsmith, who reviewed his glorious activities and moments aboard the various ships he had the privilege to ship out on. He had those members present in stitches.

Chapter 29 is soundly behind the Sons and Daughters organization and is actively seeking a charter and Chapter. Rich Chiolino, whose dad was on the *Phoenix*, is really active in the formation of a Chapter. It makes you feel good all over when the kids step forth and want to carry on for us in PHSA.

\* \* \* \*

Last, but not least, is the San Gabriel Valley Chapter of California. This past May 30, on Memorial Day, several of their members traveled up to Riverside and to the National VA Cemetery for memorial services. They were in support of Chapter 27 in Hemet, which was the Host Chapter and representing PHSA. We met many old friends that we haven't seen in a couple of years due to our being in the Philippines. It was like old home week.

The memorial services were very impressive. The March AFB Band was present for the

ceremonies along with many veteran groups, American Legion, VFW, DAV, and, of course, PHSA. Our deceased buddies would have been proud of us. May they rest in peace.

During the month of June, they held their Elk Taco Picnic in Upland Memorial Park.

Chapter 9 will be losing a dear friend when Loyd Jenkins moves to San Antonio, TX. He has been very active in Chapter affairs and will be sorely missed. Chapter 9's loss and San Antonio's gain. Pick him up, Texas; he's a good one.

Looking ahead to December 1983, we find that these survivors will be hosting the December 7 Ceremonies. More information on this at a later date.

\* \* \* \*

This was to be it for this issue of the *Gram* on the Mini-News, but today in the mail we received one more newsletter and we did say that the closing date would be June 1, so one more little Mini-News item:

It was agreed at earlier meetings that the Mile-Hi Chapter 1 of Denver and the Steel City Chapter 2 of Pueblo, CO, would hold two joint meetings per year effective this year.

The weekend of April 23 and 24 was chosen as their first meeting. A social event was held at the Flying "W" Ranch at Colorado Springs, with 50 members and their wives and guests in attendance. Cocktails and hors d'œuvres were served, followed by a delicious dinner.

Then they were treated to an excellent after-dinner show that was lively and enjoyable to all. Much thanks to Frank Mack, who was the coordinator for this event. As usual, Frank, thanks for your efforts. They were greatly appreciated.

A joint meeting of Chapter 1 and 2 was held on the 24th at the VFW Post 4051. State Chairman A. F. Caporiccio chaired this meeting. Our thanks to Post 4051. Their hospitality to us was most appreciated.

\* \* \* \*

That's it for this issue, gang. My thanks to all of you in PHSA who took the time and effort to send in your newsletters. Keep it up. A reminder to all that the closing date for the October issue of the *Gram* is September 1, 1983.

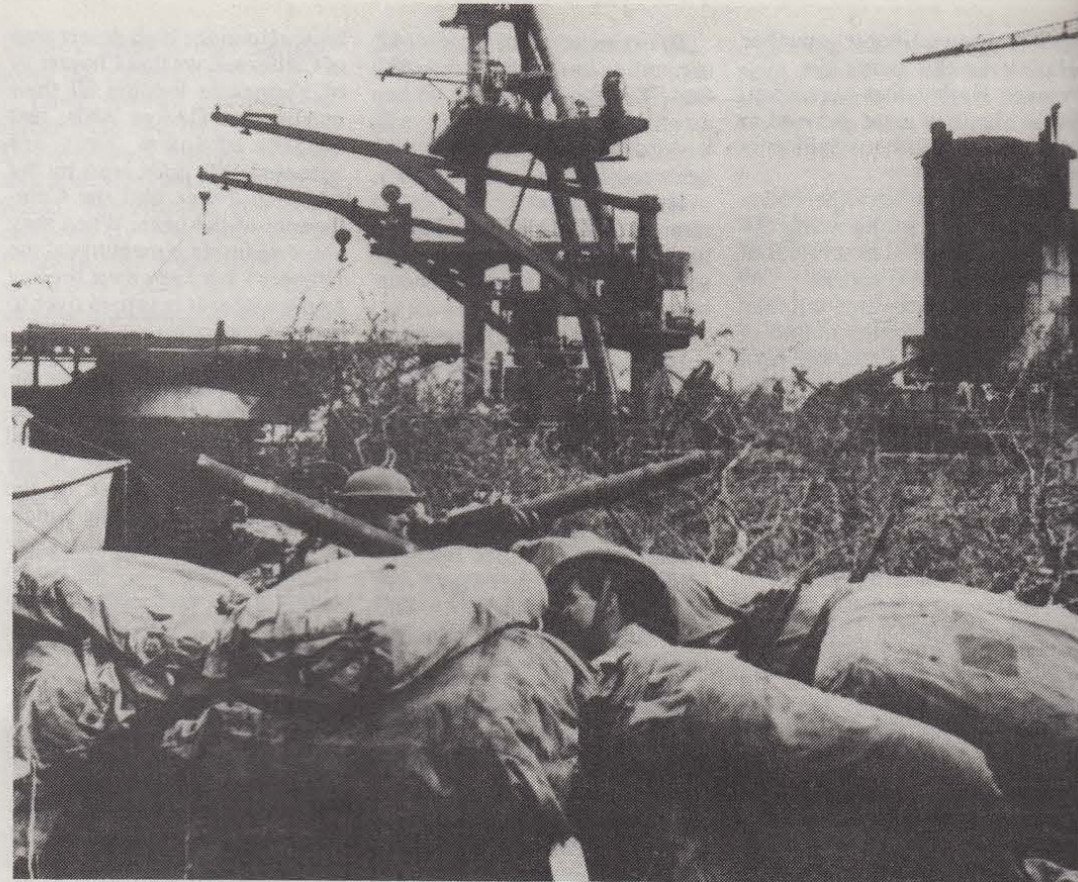
# G.I. at Pearl Recalls 'Day of Infamy'

Picture on the right was taken three days after the Japanese attack on Pearl Harbor, December 7, 1941. In the background is the *USS West Virginia*, resting on the bottom of the harbor. This is the story of Robert Duncan, who is shown at left in the sandbag bunker along with his buddy, Alabama.

They had been in this area several days before the December 7 attack and saw the ending of the *USS Arizona* and the sinking of the rest of the battleships. As Bob relates the story:

"A plane flew over and dropped a bomb on the *Arizona*, getting a direct hit. The noise from the explosion was so great. I had never heard anything like it before. One of my crew was in the truck with me when the ship blew up and he was blown out the back end of the truck, breaking his shoulder and arm.

"I was right behind him, but managed to squat and grab my ankles which caused me to land on my behind. My crew and I had already taken pyramidal tents and the bags for a gun emplacement. The 50-caliber machine gun was next to come after getting the tents in place. The gun was one leg short, so we had to lean the gun barrel on the bags.



With the sunken *USS West Virginia* as a backdrop, entrenched GIs in the foreground aim automatic weapons skyward in anticipation of another attack on Pearl Harbor.

"That night of the 7th, we saw two unidentified planes coming toward us and were told to fire.

The next day we were told the planes were our own. The pilot of one plane died and the other

bailed out." Our thanks to Robert Duncan for sending in the picture and story.

## PRICES FOR ADVERTISEMENT IN GRAM

Approved by the National Executive Board at their meeting in Memphis TN, March 25, 1983, and went into effect as of April, 1983:

Size of Ad	One Issue	Four Consecutive Issues
Full Page	\$250.00	\$800.00
Half Page	\$125.00	\$450.00
Quarter Page	\$ 75.00	\$280.00
2-Col., 3"	\$ 65.00	\$235.00
2-Col., 2"	\$ 48.00	\$165.00
1-Col., 3"	\$ 39.00	\$130.00
1 Col., 2"	\$ 28.00	\$ 90.00
Booster	\$ 5.00	\$ 18.00
Additional Booster		
Lines (ea.)	\$ 4.00	\$ 15.00

## —PLEASE NOTE—

At the National Convention in San Antonio, Texas, there was a picture taken of Jerry Palermo (now deceased) in his Stetson hat and cowboy boots. We would like very much to get a copy of this picture. Please contact Frank Pavlu, 682 Medford St., El Cajon, CA 92020.

## Never Shoot a Hawaiian Three Times

During the Pearl Harbor attack, a small Japanese fighter force — one pilot — invaded and captured the Hawaiian island of Ni'ihau.

On Dec. 7, 1941, Japanese pilot Shigenori Nishikaichi's plane crash-landed on the tiny ranching island of Ni'ihau. The few hundred residents had no radios and were unaware of the attack on Pearl Harbor.

Howard Kaleohano, a ranch hand, saw the crash. He raced to the plane, saw bullet holes and suspected something was wrong. He helped the pilot out but confiscated his gun, maps and papers. Another islander, Yoshio Harada, was chosen to look after the pilot in his home. But Harada, who had dual U.S.-Japanese citizenship, soon

allied himself with Nishikaichi.

The pair went to the downed plane, removed the machine guns and terrorized the Ni'ihauans in an attempt to find the pilot's papers. In the confusion, Kaleohano and five other islanders got away in a lifeboat and rowed for help.

Ben Kanahale, a ranch hand, tried to disarm the pilot. Nishikaichi shot him three times — in the chest, hip and groin. But the wounded Kanahale picked up the pilot and slammed him into a stone wall. In a rage, the rancher then drew a knife and slit the pilot's throat. Harada shot himself.

Kanahale's bravery inspired the local proverb, "Never shoot a Hawaiian three times — he will get mad at you."



## From the Editor's Desk

We hope that all members of PHSA received their *Grams* during the month of April. Having to combine the January issue and the April issue was unexpected and threw us off on our time by about two weeks. Hopefully everything will be back to normal from here on out and we will meet with no more delays.

After mailing out the *Grams* to the membership, we found several mistakes and our apologies to you, especially to the following: Michigan Chapter 1, who support the *Gram*, and that "December 9" date will be corrected. Also to Medal of Honor winner Mr. Lee Rea, whose name we spelled "Rye." Lee, I must have been drinking rye whiskey at the time.

With all your help and understanding, we hope to make the *Gram* better for you, the members of PHSA. We have added two proofreaders to the staff; this should cut down on the mistakes.

### Anniversaries

We would like to print and publish all anniversaries that are sent into the *Gram*, but we do not have the space to do this. Once again, we would like to remind all members we will only print those anniversaries where they fall on five-year periods (45, 40, 35, etc.). All anniversaries that are 50 years and over we will publish for any period of time. Thank you for your cooperation.

### Ries Given Commission

Mr. William C. Knotts (*USS Detroit*) has commissioned Mr. Edward Ries, a noted marine artist, to make an oil painting of his ship leaving Pearl Harbor during the Japanese attack on December 7, 1941. Mr. Ries has done many ship paintings in the past. If anyone in the association is interested in having an oil

painting of his ship, please contact Mr. William Knotts at the following address: 1912 David St., San Diego, CA 92111. He will gladly give all the information that is needed, concerning these paintings.

### Home Free

The Executive Board approved a proposal that:

Any annual paying member who reaches the *age of 80* and has been *paying dues for 10 years* will not have to pay any further dues.

Chapter officials, please notify the National Treasurer when any of your members qualify.

### Mailings

When sending any mail into the *Gram*, please send it to P.O. Box 96, Los Alamitos, CA 90720, and not to my home address. Thank you.

Also, please send in all changes of addresses to National Treasurer Wally Kampney, P.O. Box 6335, Syracuse, NY 13217. Wally handles the Master Roster and corrects same. So again, please send these changes to Wally and not the *Gram* Editor.

### Request from Nat'l President

Quite a few pieces of mail are being sent into PHSA and to the wrong places. So National President Dale Speelman has asked me to give all members a run-down on the responsibilities and duties of the National Officers to see if we can cut down on some of the re-mailing activities . . .

\* \* \* \*

The National President shall preside over the National Convention; appoint Chairmen of all National Committees and instruct them as to their duties; be the official spokesman for the National Association; be the presiding officer of the National Executive Board; appoint qual-

ified and eligible members to fill vacancies in any elective National Offices for the unexpired term of the vacant office. He shall call special meetings of the Executive Board, when deemed necessary; cast his vote in any matter before the Executive Board in the event of a tie vote. National President may not succeed himself after one (1) full term. He is an ex-officio member of all committees and boards he appoints, except the Nominating Committee. *Editor's Note: He receives all the nice, sweet mail with all the nasty letters going to the National Secretary.*

\* \* \* \*

The National Vice-President shall assist the President; preside for the President in the event of his absence; and shall succeed to the presidency in the event of its vacancy prior to the regular election.

In addition, he is the Membership Director, responsible for all matters of membership activities and public relations pertaining thereto. He is authorized direct communication with membership officials throughout the Association. He also handles and mails out the Unit Lists upon request.

\* \* \* \*

The National Secretary shall be the custodian of the corporate seal; prepare and preserve minutes of all National Meetings; notify all members of National Meetings, Conventions, or Reunions in the official publications of the PHSA, Inc. He shall maintain current lists of all National, State and Chapter Officers and furnish all National Executive Board Members these lists annually, or as changes occur. He shall prepare such reports as required by the National Board and direct the necessary activities of the National Administrative Office, as outlined by the National Executive Board. He is the Administrator of the PHSA Handbook. He also receives and handles all Death Notices of the PHSA membership.

\* \* \* \*

The National Treasurer shall be the Fiscal Officer of the National Association; be custodian of all properties, funds, securities and assets of the Association; pay all reasonable and necessary bills of the Association authorized by the National Executive Board. He shall maintain a complete and

accurate record of all receipts and disbursements; furnish the National Association with a surety bond to cover all monies, bonds and securities handled; premium to be paid by the Association, (amount to be determined by the National Executive Board). Prepare annually for distribution to every member in good standing, a statement of operations and conditions of the Association in the Official Publication of PHSA, Inc. Prepare such reports as required by the National Executive Board; recommend rules and regulations for handling of funds, including remittances to his Office from any subordinate body.

Such rules and regulations shall be approved by the National Executive Board. Perform all such other duties as required by the Constitution and By-Laws; and those directed by the National Executive Board; cause the Association Financial Record to be audited annually by a licensed Certified Public Accountant at the close of each calendar year. Upon completion of the Accountant's report, it shall be submitted directly to the National Executive Board. The Treasurer, in conjunction with his membership dues collections and address correction duties, shall maintain the Membership Roster and shall furnish copies quarterly to the proper officials, National and State, as required. He is the custodian of and responsible for the distribution of the PHSA Memorial Plaque. (*Editor's Note: As stated above, he handles all changes of address of the membership and prints all labels which he sends into the Gram Editor for each publication of the Gram.*)

### For Travelers/RVers

For those of you who have that 5th Wheeler or an RV or camper, this is must reading. (See ad elsewhere in *Gram*.) Ken Melius, who is the son of Marvin, has written a camper guide I believe you will find quite informative. Marvin is a member of PHSA Chapter 1, South Dakota, and served on the *USS Ralph Talbot* during the December 7, 1941, attack.

\* \* \* \*

A reminder that the closing date for articles, pictures and newsletters is September 1, 1983 for the October issue of the *Gram*.

# PHSA FINANCIAL STATEMENT/1982

PEARL HARBOR SURVIVORS ASSOCIATION  
201 BROOKFORD ROAD, SYRACUSE, NEW YORK 13224

Doyle, Heymann & Loeb  
6173 Executive Boulevard  
Rockville, Maryland 20852

Gentlemen:

In connection with your examination of the financial statements of Pearl Harbor Survivors Association, for the year ended December 31, 1982, this letter is to confirm our understanding that the examination you have conducted was in accordance with generally-accepted auditing standards in order to enable you to render an opinion of the financial statements.

The following representations, which to the best of our knowledge and belief are true, are made to you to supplement information obtained from the books and records of the company and to confirm information given to you orally.

1. The Association has title to all assets and none of the assets were mortgaged, pledged, hypothecated, discounted, or restricted as to use (except as follows):
2. None of the assets were carried in the accounts in amounts that were materially in excess of their net realizable value, after considering allowances established for such assets.
3. There were no contingent assets, liabilities, or commitments, such (a) pending or anticipated tax assessments or refunds, price or profit renegotiation, other potential or pending claims, or lawsuits by or against any branch of government or others; (b) guarantees, endorsements, or unused letters of credit; (c) unusual product or service warranties or guarantees; (d) major commitments for fixed contracts with suppliers or customers, or three-year or longer term leases; (e) commitments for deferred compensation, bonuses, pensions, profit-sharing, stock options, or severance pay; (f) labor claims or negotiations; (g) agreements with stockholders for acquisition of their stock; (h) joint ventures or other participations, the detailed transactions of which are not carried on our books; (i) pending sale or merger of all or portion of the business or of an interest therein or acquisition of all or a portion of the business, assets, or securities of another entity.
4. All direct liabilities have been recorded and none of the liabilities were sub-ordinated to other creditors.
5. Since December 31, 1982, there were (a) no significant changes in the situation covered above; (b) no occurrences or discoveries that make any part of the financial statements of the date inaccurate or misleading; (c) no unusual developments affecting the financial or operating position of the business, such as increases or decreases in capital, substantial new borrowings, repayments, or other financings, extraordinary dividend receipts or payments, creation of liquidation of subsidiaries, strikes, fires, theft, destruction or abandonment of property or equipment, drastic price, product or policy changes, or drastic changes in cost of materials (except as follows):
6. During the year, no shortages or irregularities were discovered.
7. All books and records of the company have been made available to you and no information pertinent to the examination has been withheld from you.

Very truly yours,  
PEARL HARBOR SURVIORS ASSOCIATION  
NATIONAL TREASURER

PEARL HARBOR SURVIVORS ASSOCIATION, INC.  
FOR THE YEAR ENDED DECEMBER 31, 1982

June 1, 1983

Board of Directors  
The Pearl Harbor Survivors Association, Inc.  
Washington, D.C.

We have examined the statement of assets, liabilities and fund balances arising principally from cash transactions, of the National Membership & Business Office for The Pearl Harbor Survivors Association, Inc. as of December 31, 1982 and the related statement

of income received, expenses paid, and fund balances for the year then ended. Our examination was made in accordance with generally-accepted auditing standards, and accordingly, included such test of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

Generally accepted accounting principles require that, in order for financial statements to present financial position and the results of operations, such statements must be prepared on the accrual basis of accounting. However, as described in Note A, the Association's policy is to maintain its records on the basis of cash receipts and disbursements; consequently, certain revenue and the related assets are recorded when received rather than when earned, and certain expenses are recorded when paid rather than when the obligation is incurred. Accordingly, the accompanying financial statements are presented on a basis other than generally accepted accounting principles having been prepared on the basis of cash receipts and disbursements.

Nevertheless, in our opinion, the financial statements referred to above present fairly the assets, liabilities, and fund balances arising principally from cash transactions of the National Membership & Business Office for the Pearl Harbor Survivors Association, Inc. as of December 31, 1982, and the income received and expenses paid during the year then ended, on the basis of accounting described in Note A, which basis has been applied in a manner consistent with that of the preceding year.

DOYLE, HEYMANN & LOEB

\* \* \* \* \*  
EXHIBIT A

## BALANCE SHEET — DECEMBER 31, 1982

### ASSETS

#### Current Assets

Petty Cash Funds .....	\$ 600.00	
Cash in Bank—Checking .....	165,639.60	
Prepaid Supplies—Memorials .....	3,358.40	
Prepaid Insurance .....	596.25	
Prepaid Postage .....	162.00	
Inventory—Trade .....	7,609.04	
Total Current Assets .....		\$177,965.29
Office Furniture & Equipment .....		4,244.52

#### Other Assets

Flags, Pictures, etc. ....	1,866.86	
Corporate Seal and Trademark .....	33.00	
Dies and Patterns .....	440.00	
Total Other Assets .....		2,333.86
TOTAL ASSETS .....		\$184,549.67

### LIABILITIES AND FUND BALANCE

#### Current Liabilities

Accounts Payable—State, Local & District Dues .....	\$ 931.32	
Overpayments .....	1,432.00	
Current Deferred Life Membership Dues .....	13,698.03	
Total Current Liabilities .....		\$ 16,061.35
Long-term Deferred Life Membership Dues .....		55,178.14

#### Fund Balance

Fund Balance—January 1, 1982 .....	72,958.47	
Add: Income 1982 .....	29,630.99	
Accelerated Amortization of Long-term Deferred Life Membership Dues .....	10,720.72	
Fund Balance—December 31, 1982 ..		113,310.18
TOTAL LIABILITIES AND FUND BALANCE .....		\$184,549.67

The accompanying notes are an integral part of this balance sheet.

**EXHIBIT B**  
**INCOME STATEMENT**  
**FOR THE YEAR THEN ENDED DECEMBER 31, 1982**

<b>REVENUE</b>			
Initiation and Charter Fees .....		\$	2,385.00
Chapter Fees .....			100.00
Dues—National Share .....			25,327.43
Dues—Deferred Life Membership ...			8,346.89
Advertising—Pearl Harbor <i>Gram</i> ....	1,626.55		
Interest Income and Gain			
on Sale of Bond .....			32,784.24
Convention—Hawaii .....			16,647.27
Convention—San Antonio .....			74,985.00
Reinstatement Fees .....			426.00
Merchandise Sales .....	\$ 8,512.26		
Beginning Inventory ...	\$ 3,621.73		
Purchases .....	9,825.31		
Subtotal .....	13,447.04		
Less Ending Inventory	7,609.04	( 5,838.00)	2,674.26
<hr/>			
Other Income .....			110.80
Total Revenue .....			\$165,413.44
<b>EXPENSES</b>			
Pearl Harbor <i>Gram</i> —Printing & Mailing	\$ 17,519.01		
Executive Board Expenses .....	4,694.13		
San Antonio Convention .....	63,777.21		
Hawaii Convention .....	10,915.97		
Insurance and Bonding .....	2,007.02		
Memorials .....	4,850.90		
Moving Expense .....	1,614.14		
Membership Contests and			
Public Relations .....	175.00		
Fees and Taxes .....	11.00		
Membership Office .....	3,899.86		
Office Expenses:			
Postage .....	\$ 5,468.37		
Printing & Stationery .....	2,190.54		
Telephone .....	2,381.48		
Travel .....	2,011.50		
Rent .....	6,300.00		
Data Processing—			
Membership .....	2,184.71		
Per Diem, Accountants			
& Consultations .....	3,689.25		
Copying .....	1,011.55		
Repair and			
Maintenance .....	988.25	\$26,225.65	
Interest .....		92.56	
Total Expenses .....			\$135,782.45
Net Income for 1982 .....			29,630.99

The accompanying notes are an integral part of this financial statement.

**FOOTNOTES—FOR THE YEAR ENDED DECEMBER 31, 1982**

**NOTE A—SIGNIFICANT ACCOUNTING POLICIES**

The Association is a nonprofit, tax-exempt entity as defined under Section 510 (c) (4) of the Internal Revenue Code. The Association is operated exclusively for purposes beneficial to the interests of the nation and its uniformed services personnel, their dependents and survivors.

The accompanying financial statements have been prepared principally on the cash basis, with the following exceptions: (a) Prepaid Membership and Deferred Life Membership Dues are recorded as they accrue; and (b) Prepaid Expense — Convention Scheduling.

**NOTE B**

Physical inventory priced at lower of cost or market value, First-In-First-Out.

**NOTE C**

The National Membership & Business office is maintained at the Treasurer's office in Virginia. The National Administrative Office is maintained at the Secretary's office in Nevada.

**NOTE D**

Current Deferred and Long-Term Deferred Life Membership Dues are carried as liabilities. Life Membership Dues are presently amortized over 10 years respectively whereas Current Dues are received at the end of the current year and recognized for the year paid.

**NOTE E**

Supplementary Schedules, A–H.

**NOTE F**

Accounts payable of \$19,370.03 were on hand at 12/31/82. Unopened dues envelopes were forwarded to new Treasurer under adequate control.

**NOTE G**

There is pending in the Federal District Court of New Jersey litigation of which the attorney feels there is no material liability.

**SCHEDULE A**  
**SCHEDULE OF PETTY FUNDS**  
**FOR THE YEAR ENDED DECEMBER 31, 1982**

LOCATION	GROSS AMOUNT
Petty Cash Fund—Kampey .....	\$100.00
Petty Cash Fund—Pond .....	100.00
Petty Cash Fund—Aupperlee .....	100.00
Petty Cash Fund—Forbes .....	100.00
Petty Cash Fund—Chappell .....	100.00
Petty Cash Fund—Pickard .....	100.00
TOTAL .....	<u>\$600.00</u>

**SCHEDULE B**  
**SCHEDULE OF PREPAID SUPPLIES—MEMORIALS**  
**FOR THE YEAR ENDED DECEMBER 31, 1982**

Location	Quantity	Unit Price	Amount
Treasurer	5 Memorial Plaques	\$10.98	\$ 54.90
	1 Memorial Plaque	3.50	3.50
	825 Memorial Plaques	4.00	<u>3,300.00</u>
			<u>\$3,358.40</u>

**SCHEDULE C**  
**SCHEDULE OF PREPAID INSURANCE**  
**FOR THE YEAR ENDED DECEMBER 31, 1982**

	Prepaid
Professional Liability .....	\$ 546.25
General Liability Insurance Plan .....	—0—
Office Contents .....	33.33
Bond .....	16.67
	<u>\$ 596.25</u>

**SCHEDULE D**  
**SCHEDULE OF INVENTORY—TRADE**  
**FOR THE YEAR ENDED DECEMBER 31, 1982**

Location: Storekeeper	Description	Quantity	Unit Price	Amount
	PHSA Hats .....	166	\$11.00,	
			10.00	\$1,820.00
	Decals—Windshield ...	852	.096	81.79
	Lapel Pins .....	210	8.35	1,753.50
	Emblems—blue and white	1,424	.813	1,181.92
	Bumper Stickers .....	4,260	.19	809.40
	Rubber Stamps, PHSA			
	Seal .....	147	2.24	329.28
	PHSA Flags			
	blue and white 3' x 5'	8	35.70	285.60
	Decals—gold .....	1,045	.28	292.60
	Emblems			
	Gold embroidered ...	1,623	.65	1,054.95
	TOTAL .....			<u>\$7,609.04</u>

**SCHEDULE E**  
**CASH CONTROL AT DECEMBER 31, 1982**

Institution	Liquidation Date	Control Number	Rate	Face Amount	Present Value
Merchants National Bank and Trust Co. . . . .	On Demand	5245017911	None	\$165,639.60	\$165,639.60*
Total . . . . .				<u>\$165,639.60</u>	<u>\$169,639.60</u>

\*Due to Change of Treasurer

**SCHEDULE F**

**SCHEDULE OF OFFICE FURNITURE AND EQUIPMENT**  
**FOR THE YEAR ENDED DECEMBER 31, 1982**

Location — President	Quantity	Amount	Year
PHSA Handbook . . . . .	1	\$ 5.00	1964
Sub Total . . . . .		<u>5.00</u>	
<b>Location — Vice President: None</b>			1965
<b>Location — Secretary</b>			1966
Tape Recorder . . . . .	1	\$ 79.95	1967
Typewriter—Royal 500 CO—			1968
New purchase . . . . .	1	1,031.51	1969
Tape Recorder—new purchase . . . . .	1	72.40	1970
Sectional Steel Shelves . . . . .	2	15.95	1971
Postal Scale . . . . .	1	5.50	1972
4-Drawer File Cabinets . . . . .	6	610.05	1973
Adler 0-5 Elite Cubic #14334583 . . . . .	1	165.08	1974
Sub Total . . . . .		<u>\$1,980.44</u>	1975
<b>Location — Editor</b>			1976
IBM Typewriter . . . . .	1	\$ 365.70	1977
4-Drawer File Cabinet . . . . .	1	187.23	1978
Triner Postal Scale . . . . .	1	26.00	1979
35mm Praktica Super TL Camera-79 . . . . .	1	100.00	1980
Sub Total . . . . .		<u>\$ 678.93</u>	1981
<b>Location — Treasurer</b>			1982
4-Drawer Plunger Lock Metal			
File Cabinet . . . . .	1	\$ 80.00	
IBM Electric Typewriter . . . . .	1	389.00	
4-Drawer Metal Cabinet . . . . .	1	106.97	
Paymaster Checkmaster—used #4)59863 . . . . .	1	29.64	
Model 320 electric Addressograph			
machine . . . . .	2	557.44	
2-Drawer Metal Card Files . . . . .	1	19.00	
Microfile—Membership Records . . . . .		398.10	
Sub Total . . . . .		<u>\$1,580.15</u>	
<b>TOTAL . . . . .</b>		<u><u>\$4,244.52</u></u>	

**SCHEDULE G**

**SCHEDULE OF DEFERRED LIFE MEMBERSHIP DUES**  
**FOR THE YEAR ENDED DECEMBER 31, 1982**

	Base	Annual Amortization	Unamortized
	\$ 6,143.50	\$ 614.32	\$
	2,260.50	226.05	
	2,706.00	270.60	
	4,436.40	443.64	
	2,181.00	218.10	
	4,668.75	466.88	
	6,093.00	609.30	
	8,655.75	865.58	
	9,555.00	955.50	
	26,399.25	2,639.93	10,559.71
	5,844.75	584.48	2,630.12
	7,410.00	741.00	3,705.00
	5,599.00	559.90	3,079.44
	4,200.00	420.00	2,520.00
	5,827.50	582.75	3,787.87
	2,835.00	283.50	1,984.50
	3,045.00	304.50	2,334.50
	16,310.00	1,631.00	13,048.00
	12,810.00	1,281.00	11,529.00
<b>TOTAL</b>	<u>\$136,980.40</u>	<u>\$ 13,698.03</u>	<u>\$ 55,178.14</u>

1. Analysis of Current Deferred Life Membership Dues	
Prepaid Dues 1982 and 1983 . . . . .	\$ —0—
Deferred Life Membership Dues 1982 . . . . .	<u>13,698.03</u>
Total . . . . .	<u>\$ 13,698.03</u>
2. Analysis of Long-Term Deferred Life Membership Dues . . . . .	<u>55,178.14</u>
Total . . . . .	<u>55,178.14</u>

**SCHEDULE H**

**SCHEDULE OF OFFICERS' EXPENSES FOR THE YEAR ENDED DECEMBER 31, 1982**

Classification	National Total	President	Vice President	National Secretary	Treasurer	Storekeeper	Editor & Historian
Postage	\$ 5,468.37	\$ 40.00	\$ 58.40	\$ 462.30	\$ 3,304.24	\$ 439.69	\$ 1,163.74
Printing & Stationery	2,190.54	183.64	—0—	224.11	1,612.15	23.02	147.62
Copying	1,011.55	—0—	—0—	—0—	1,011.55	—0—	—0—
Telephone	2,381.48	—0—	25.09	263.23	2,093.16	—0—	—0—
Travel	2,011.50	1,718.50	—0—	—0—	—0—	293.00	—0—
Rent	6,300.00	—0—	—0—	1,200.00	4,800.00	300.00	—0—
Data Processing							
Membership	2,184.71	—0—	—0—	—0—	2,184.71	—0—	—0—
Consulting, Per Diem, Accounting, Bookkeeping & Audit	3,689.25	—0—	—0—	—0—	3,514.25	—0—	175.00
Repairs, Maint, Equipment							
Obsolescence & Freight	988.25	—0—	—0—	345.25	180.50	—0—	462.50
<b>TOTAL</b>	<u>\$26,225.65</u>	<u>\$1,942.14</u>	<u>\$ 83.49</u>	<u>\$ 2,494.89</u>	<u>\$18,700.56</u>	<u>\$ 1,055.71</u>	<u>\$ 1,948.86</u>



# Survivors Mark Nuptial Anniversaries

## 53rd Anniversary

Herbert E. (Combatfor, Flag Allowance *USS California*) and Helen Bishop, P.O. Box 344, Powell Point, NC 27966 — Sept. 11, 1983.

## 50th Anniversary

Harber F. (*USS Medusa*) and Marge Procter, P.O. Box 9, Spring Valley Lake, Victorville, CA 92392 — April 17, 1983.

## 45th Anniversaries

John L. (Submarine Relief Crew) and Jessie B. Radford, 1831 Banning Rd., Norfolk, VA 23518 — July 4, 1983.

Clarence R. (*USS Tangier*) and Viola Wright, 16311 Forrest Ave., Victorville, CA 92392 — August 1, 1983.

## 40th Anniversaries

Mr. and Mrs. Gordon Poling (Kaneohe Bay), 430 Kohler, San Antonio, TX 78223 — 1983.

Jack (NAS Kaneohe, VP-12) and Margaret Coker, 14 Hillbrook Way, Pensacola, FL 32503 — June 19, 1983.

James L. (5th Bomb Grp. Hickam Field) and Betty A. Myers, Green Valley, AZ 85614.

Harry R. (*USS Phoenix*) and Cecilia Brakensiek, Box 612, Niland, CA 92257 — July 7, 1983.

Charles E. (*USS Wasmuth*) and Jean Waterman, Acworth, GA — February 24, 1983.

Burnell (Schofield Bks.) and Larena Danis (Whitecap), 35218 Fir Ave., #63, Yucaipa, CA 92399 — November, 1983.

Donald B. (VP-14 Kaneohe) and Darleen Alexander, 1134 Scenic Way, Los Osos, CA 93402 — June, 1983.

Chris (*USS Detroit*) and Cusi-na Harame, 1205 E. Fremont, Pocatello, ID 83201 — March 21, 1983.

Albert D. (35th Inf. Schofield Bks.) and Evelyn C. Oltman, P.O. Box 540, Welaka, FL 32093 — March 4, 1983.

William H. (*USS New Orleans*) and Zana "Mickie" Eckel, Route 3, Box 77, Rusk, TX 75785 — August 25, 1983.

William C. "Bill" (Hickam Field) and Mildred A. Gregory, 8770 N.W. 7 Ct., Pembroke Pines, FL 33024 — August 2, 1983.

James E. (*USS Utah*) and Carolyn Oberto, 2220 E. Everett Dr., Phoenix, AZ 85022 — August 15, 1983.

Lauris L. (19th Pursuit Sq. Wheeler Field) and Helen Louise French, Sr., Rt. 3, Box 3077, Belton, TX 76513 — July 20, 1983.

Arthur (*USS Antares*) and Macy Roberts, 675 Rawlinson Rd., Rock Hill, SC 29730 — August 8, 1983.

George R. (*USS Phoenix*) and Dot Shaffer, 207 New Row, Mt. Savage, MD 21545 — June 19, 1983.

Denver L. (3rd Def. BN. U.S. Marines) and Mary Holcomb, 510 Hoover St., Oceanside, CA 92054 — June 27, 1983.

David E. (*USS Phoenix*) and Betty Young, 3480 Amberwood Ct., Lake Havasu City, AZ 86403 — 1983.

Henning F. (Hickam Field) and Rae Esasser, 40 Plimlico Dr., Bella Vista, AK 72712 — September 24, 1983.

Harry A. (*USS Phoenix*) and Jean C. Rogucki, 8 Vernon Terrace, Bloomfield, NJ 07003 — June 13, 1983.

William A. (Hickam Field) and Lillian Davis, 16275 Forrest Ave., Victorville, CA 92392 — August 23, 1983.

James D. (Hickam Field) and Sally Wettstein, 15632 Del Rey Dr., Victorville, CA 92392 — August 26, 1983.

Anthony L. (*USS Argonne*) and Marie Angelo, 16977 Cholla Ave., Hesperia, CA 92345 — October 23, 1983.

James B. (34th Combat Engr.) and Ethel Gooch, 245 N. Broadway St., Florence, AL 35630 — February 5, 1983.

Thomas M. (*USS Ramsay*) and Florence Bates, 1423 Monterey Dr., Santa Rosa, CA 95405 — August 31, 1983.

William E. (*USS West Virginia*) and Thelma Kneiple, 26434 S. Jardin Dr., Sun Lakes, AZ 85224 — July 2, 1983.

## 35th Anniversaries

Peter (Naval Hospital) and Ella Vranes, 32516 Wildomar R., Lake Elsinore, CA 92330 — June 5, 1983.

Frank W. (*USS Tangier*) and Frances Phelps, 235 Nicollet Ave. North, Mankato, MN 56001 — 1983.

Leland H. (Ford Island, A&R) and Barbara Bryson, 5520 N. 107th St., Milwaukee, WI 53225 — May 8, 1983.

Patrick B. (*USS Cummings*) and Norma J. Cunningham, 19 Devizis Dr., Bella Vista, AK 72712 — August 26, 1983.

Clarence F. (*USS West Virginia*) and Mickey Smith, P.O. Box 245, Fond Du Lac, WI 54935 — June 21, 1983.

Wm. Arthur (*USS Nevada*) and Estalla Rodda, 2612 Elm St., Sutter, CA 95982 — July 25, 1983.

## 25th Anniversaries

Gordon (Kaneohe Bay Marines) and Patricia Poling, 430 Koehler Ct., San Antonio, TX 78223 — September 25, 1983.

Mr. and Mrs. Frank Foster (Hickam Field), 8007 Rimfire, San Antonio, TX 78227 — 1983.

**CARL B. KAUPP —  
USS HULL DD-350  
BX 817  
BLANDON, PA 19510**

## Offspring Directory

Do you have a son or daughter on active duty in the military service?

Please submit your offspring's full name and military address with ZIP code to Editor, Pearl Harbor *Gram*, P.O. Box 96, Los Alamitos, CA 90720.

A copy of that issue of the *Gram* will be mailed to each of the offspring listed.

PFC Jon Elias Hamlett  
478-84-4771

Fort Jackson, SC 29207  
Son of:

Maurice "J" Hamlett  
(*USS New Orleans*)

Capt. Richard Johnson  
Chaplain, USAF  
7225 East 34th St.  
Anchorage, AL 99504

Son of:

Allan Johnson

Major Glenn Paul Roberts  
PSC Boc 10521  
APO NY, NY 09012  
Ramstein AFB

Son of:

Arthur Roberts  
(*USS Antares*)

Sgt. Dean Edward Littlejohn  
Staff, CINCPAC  
Honolulu, HI 96818

Son of:

Bill Littlejohn  
(*USS St. Louis*)

1st Lt. Edward L. Huber  
732 Harvard Ave.  
Sunnyvale, CA 94087

Son of:

Edward H. Huber  
(*USS West Virginia*)

LCDR. George R. Hermenau  
USNR

U.S. Navy and Marine Corps  
Res. Center  
439 Paul Rd.  
Rochester, NY 14624

Son of:

Waldemar Hermenau  
(*USS Dolphin*) (SS-169)

Michael Diefenbach  
USAF, Randolph AFB  
437 E. Byrd  
Universal City, TX 78148

Son of:

John A. Diefenbach  
(Wheeler Field)

1st Lt. Maurice R. Jones, Jr.  
P.O. Box 3004  
Yuma Proving Grounds, AZ  
85365

Son of:

M. R. Jones  
(31st Bomb Sq. [H]  
Hickam Field)

# Pearl Harbor Survivors Association Prayer for the Dead

Eternal rest grant unto them, and let perpetual light shine upon them  
and may they rest in peace. — AMEN.

**LOYD O. SACRY**  
*USS Widgeon*  
Quincy, MA

**GORDON E. BURNHAM**  
*USS San Francisco*  
Anaheim, CA

**HENRY L. POULIN**  
Kaneohe Bay  
Fairfield, ME

**FRANCIS D. MONAHAN**  
Ford Island  
Columbus, OH

**ELLERY W. EINDFELDT**  
*USS California*  
Yucca Valley, CA

**LEONARD E. KINGERY**  
*USS Pennsylvania*  
Ft. Pierce, FL

**JOHN J. HOFFMAN**  
Wheeler Field  
Orlando, FL

**CARL S. McQUEEN**  
Hickam Field  
Rockingham, NC

**JESSE A. HEATON**  
Wheeler Field  
Belton, TX

**JOESPH F. MEHLAN**  
Ford Island  
Oak Harbor, WA

**WILLIAM R. FRIEND**  
Schofield Bks.  
Detroit, MI

**WILLIAM E. SPENCER**  
*USS Narwhal*  
Bellvue, OH

**ARCHIE R. KALLUNKI**  
Schofield Bks.  
Sepulveda, CA

**GEORGE B. POTTS**  
Schofield Bks.  
Escondido, CA

**WILLIAM VETTEN**  
*USS San Francisco*  
Casper, WY

**WARREN W. TURNER**  
Schofield Bks.  
Columbia, SC

**ROY E. VANPELT**  
*USS New Orleans*  
Incline Vlg., NV

**JACK L. CONNOLLY**  
*USS Thornton*  
Corpus Christi, TX

**LOUIS GUSOFF**  
Schofield Bks.  
Ormond Beach, FL

**THOMAS I. GREGORY**  
*USS West Virginia*  
Haysville, KS

**QUENTIN E. DAYTON**  
*USS Cassin*  
Vancouver, WA

**ROBERT K. FREEZE**  
Wheeler Field  
Wadsworth, OH

**WILLIAM OVERALL**  
Schofield Bks.  
Arlington, TX

**DALE L. RICHARDS**  
Naval Hospital  
Saginaw, MI

**ANDREW B. CAMPBELL**  
*USS Phoenix*  
San Diego, CA

**RICHARD A. MARNETTE**  
*USS California*  
Rapid City, SD

**JAMES S. MADDEN**  
*USS Utah*  
Lindenwold, NJ

**JOHN G. WINZINGER**  
Ft. Weaver  
Levittown, NY

**JOSEPH A. REES**  
*USS Oglala*  
Gulfport, MS

**HENRY E. JOHNSON**  
*USS Rigel*  
Frankfort, KY

**CHARLES R. HEINHORST**  
Hickam Field  
Clinton, MD

**WILLIAM J. WADSWORTH**  
Ford Island  
Lakeland, FL

**BOYD D. YATES**  
*USS Tennessee*  
Millweapoer, OH

**GLEN C. MECHAM**  
*USS Medusa*  
Gardena, CA

**LEE DURBIN**  
*USS California*  
Desert Hot Spgs., CA

**JOHN C. ROBERTS**  
*USS Tracy*  
S. Burlington, VT

**THEODORE R. JESTER**  
Schofield Bks.  
Wilmington, DE

**KENTON NASH**  
Kaneohe Bay  
Vallejo, CA

**JOESPH N. POTTS**  
Submarine Base  
Napa, CA

**JOHN L. DYE**  
*USS Tangier*  
San Diego, CA

**HARLAN C. EISNAUGLE**  
*USS Maryland*  
New Carlisle, OH

**RALEIGH O. WHALIN**  
*USS Phoenix*  
Catoosa, OK

**RAYMOND A. BROWN**  
*USS West Virginia*  
Lomita, CA

**LLOYD FREDERICKSON**  
*USS Selfridge*  
Plymouth, MI



**U.S.S. WEST VIRGINIA (BB-48)** will hold a Reunion on the *RMS QUEEN MARY*, Port of Long Beach, California, on September 8, 9 and 10, 1983.

This reunion will be dedicated in Memoriam to our departed shipmates and Founding Fathers (Ray Brown, Ed Steffa and Sam Kronberger).

All shipmates who served from 1923 to 1947 and all guests are cordially invited to attend this reunion.

For further information, feel free to contact Chet Walczak, 11932 Wallingsford Rd., Los Alamitos, CA 90720 (213/430-2322) or Lou Grabinski, 1023 Appleton St., Long Beach, CA 90802 (213/436-5059).

**Vests and  
Boleros  
Made to Order**  
Box 99162  
Stockton, CA 95209  
**CHAPTER 10**

# Navy's Oldest Vessel Retired

By CHERYL M. CAMPBELL  
U.S. Navy

SAN DEIGO — She's old, and they'll admit it.

But the crew of the destroyer tender *Dixie*, the Navy's oldest continuously active ship, points out that her age doesn't really inhibit her ability to keep the fleet steaming.

That attitude is also reflected in her motto, "Aged To Perfection."

Despite her crew's loyalty, the Grand Old Lady of the Fleet, as the *Dixie* is known to practically the entire Pacific Fleet, was decommissioned in June, '82. She was 42.

"The *Dixie's* been steaming longer than any other ship," says Petty Officer Second Class Ben Barrett, 24, of Gainesville, GA. "There's some good year's left in her, but I guess they have to make room for the bigger and newer tenders coming in."

## Still a Pretty Good Ship

Petty Officer First Class Scott Bohman, 23, of Rudolph, WI, agrees. "The *Dixie* is still in pretty good shape for her age. I'd like to see her keep going for a while."

"It'll be sad to see her go, but after 42 years of duty, I think she deserves a rest," says New Englander Maureen Donovan.

A 24-year-old lieutenant junior grade from East Providence, RI, she continues, "It's a fact that the *Dixie* doesn't have specialized shops for the newer ships, like one for the Spruance-class destroyers' gas turbine en-

gines, but she's up to par. We can do anything else the other tenders can do."

"There's magic to the *Dixie's* name," says the tender's commanding officer, Capt. R. L. Coffey, 52, of Springfield, MO.

"The first destroyer tender in the Navy was named the *Dixie*," he explains. "She was converted from a merchant ship around the turn of the century."

"We're the second *Dixie* but we were the first tender to be built as a tender from the keel up," Coffey says. "It's that kind of history we're putting to rest when we decommission this ship."

The 529-foot *Dixie* was commissioned in 1940, and a year later — 15 days after the Japanese attacked Pearl Harbor — deployed on her maiden cruise. It lasted four years.

In her 42 years of service to the fleet, the *Dixie* has deployed part of every year but three, tending every type of ship as she island-hopped throughout the Pacific.

During the Korean War in 1951, she stepped out of her traditional role to bombard enemy turf with her four five-inch guns. The guns were later removed to build a helicopter flight deck on her stern for resupply at sea.

Working in more than 70 repair shops, the *Dixie's* 900-person crew, which includes almost every job specialty in the Navy, can work on something as small as a clock's gear up to the huge components of a

ship's propulsion plant.

"It seems that almost everyone in the Navy has either served on or been served by the *Dixie*," says Coffey.

## 25th and Last Cruise

Recently returned from her 25th and last cruise, the *Dixie* spent seven months in the Western Pacific and Indian Ocean. In addition to her crew's normal duties of ship repair, they sought out other ways to give a hand to the crews of other ships nested alongside.

According to the skipper, part of the crew reupholstered the worn seats of another ship's mess deck one day "between breakfast and lunch. Their crew didn't miss a meal."

During a port call in Somalia, the *Dixie's* crew volunteered their skills to repair an orphanage — rebuilding furniture and walls as well as constructing 30 sets of kid-sized crutches.

"It's things like that that make all our work worthwhile," says Coffey.

"It's a sad feeling to be part of her last crew," says 21-year-old Michael Rudd of Flint, MI, a petty officers second class, who reflected the sentiments of the entire crew.

"She's been a good ship," he says.

But the *Dixie's* skipper adds, "It's true that we're not as efficient as the new ships. But we've never taken refuge or made excuses for her age."

Hans Behrman, Boysel, R. H. Booker, Burrage, Burgad, J. J. Butte, Ambrose Candelaria, Don Cone, George Carhart, Irish Dugan, Howard "Dug" Douglas, Greek Harame, Indian Harpe, Herriford, Holcomb, Hubbard, Miller, Baggy Paschal, Snuffy Smith, Lemmie Shew, Big John Stacy, Luc Scarborough, Red Wasson, Reb Wells, A. D. Desoto Wilkinson and Williams, plus all the rest of the Men of Warsmen, who live by the Articles of War, who now stand on the focs'le of the Dirty "D."

As long as one bluejacket lives, none shall die. So you see, Mr. Editor, those men ain't dead — that is a scuttlebutt.

Chris Harame, *USS Detroit*

## V.P. Says: 'Lists Are on Their Way!'

The office of the Vice President has processed 91 requests for Unit Lists. I am pleased to say that each request has been processed and mailed within 24 hours of receipt, with two exceptions.

I have not included personal messages with each request, feeling that a prompt reply was the first order of business. It is gratifying to see the level of interest in the Unit Lists and what these lists mean to you, the membership. This indicates a vital membership interested in who we are, why we, as an association, exist and what the sharing of that moment in history means to each survivor.

If I can be of further assistance, please call or write.

Thomas J. Stockett  
Nat'l Vice President

## LAPEL PINS



Officers Pins \$10.00 ea.  
Members Pins \$6.00 ea.  
Unit Pins \$10.00

(Orders must be prepaid;  
no handling charge)

Send order to  
Colo. Mile High Chapter 1  
6057 Owen St.  
Arvada, CO 80004

## LETTER TO THE EDITOR

You said in the *Gram* that R. G. Snyder is dead. What is the matter with you? Reb Snyder isn't dead. I can hear him tuning his old guitar to play us a Spanish Fandango, and he still tilts his head when he laughs. Reb ain't dead.

Neither is Ed Rastin. The old Boats' will never die; he still has another sea story to tell while he sucks on his cigarette and laughs his chopped laugh. The old Boats' will never die.

Neither will Morgan Brown, the ten-foot tall pirate of the 1st Div. He still walks soft; he ain't dead.

Neither is Dutch Ohlandt; he doesn't need a first name. Dutch

is the salt of all the sailors who ever sailed the seven seas. He can't be dead.

Neither is C. R. Fossett. Ol' Fluff will always be looking for a light; he can't be dead.

Neither is J. J. Belsch. God personally went to Hamtramak to fit Belsch's hands to fit a Navy swab so he could enlist; he ain't dead.

Neither is D. L. Grafton. Doane has places to go and things to do; he ain't dead.

None of them are; I can see them all, standing on the focs'le getting ready for Captain's Inspection with Baker and Calvers, and Coke Barron, also Jimmy Bass, R. M. Bassett,

# PHSA Reunions Planned

The *USS Grayson* (DD-435) has confirmed its reunion date, which will be held in October from the 21st through the 23rd, in Kansas City, MO.

Please contact Dan Rasmussen, Committee Chairman, for further information, at 560-22nd St. N.E., Salem, OR 97301; or phone 503/362-5614.

\* \* \* \*

During the month of August, from the 19th through the 21st of 1983, the *USS Nevada* will be holding their 30th annual reunion. This year it will be held in Bremerton, WA.

For further information and reservations, please contact Dick Jackson, *USS Nevada* Assoc., P.O. Box 1253, San Carlos, CA 94070, or phone 415/592-7443.

\* \* \* \*

The Eighth Annual Reunion of personnel who served at the NAS, Kaneohe Bay, T.H., between October 1939 to June 1950, will be held at the Holiday Inn, Milwaukee, South Airport, 1983. This will be in September from the 21st through the 25th. Please contact Watler Koziol, 150 S. Ram Rd., Antioch, IL 60002; or phone 312/395-3238.

\* \* \* \*

Naval Minewarfare Association Reunion will be held at the Antlers Hotel, Colorado Springs, CO, from the 6th through the 9th of October, 1983. For information please contact H. H. Stettler, 3604 Greenleaf Dr., Santa Rosa, CA 95401; or phone 707/545-8626. All Minecraft Units are invited.

The *USS Honolulu* will be holding its reunion in Battle Creek, MI, from September 9 through 11, 1983. Please contact Leon Kita for information. His address is: 22728 Pine Lake Rd., Battle Creek, MI 49017; or phone 616/962-0708.

\* \* \* \*

The *USS West Virginia* will hold a reunion on the *RMS Queen Mary*, Port of Long Beach, CA, from September 8 through 10, 1983.

This reunion will be dedicated to the memory of all our departed shipmates and Founding Fathers Ray Brown, Ed Steffa and Sam Kronberger.

All shipmates who served from 1923 to 1947 and all guests are cordially invited to attend this reunion.

For other information, feel free to contact Chet Walczak, 11932 Wallingsford Rd., Los Alamitos, CA 90720, 213/430-2322; or Lou Grabinski, 1023 Appleton St., Long Beach, CA 90802, 213/436-5059.

\* \* \* \*

On September 2 through 5, the *USS Curtis* reunion will be held in Chicago, IL.

Any officer or crew member who served aboard from "day one" to "day last" is asked to contact Frank Pavlu, 682 Medford St., El Cajon, CA 92020; or phone 619/466-8618.

\* \* \* \*

The 23rd Bombardment Sq., 5th Bomb. Grp. (H), Hickam Field (T.H.), will hold a reunion in Aberdeen, South Dakota, this coming September 2 through 5.

Aberdeen is the residence of General LaVerne B. (Blondie) Saunders. Please contact Stanley Rackiewicz, 2107 Dombey Rd., Wilmington, DE 19808; or phone 302/998-2731.

\* \* \* \*

From August 31 through September 3, the *USS Gurnard* will be holding their reunion in conjunction with the Submarine Vets of World War II. Please contact A. W. "Bill" Braun, Rt. 2, St. Joseph, MN 56374; or Al Miller, 204 West Chestnut St., Pardeeville, WI 53854.

\* \* \* \*

The *USS Vestal* will be holding their next reunion in Charleston, SC, at the Airport Holiday Inn on the 6th, 7th and 8th of October, 1983. Please contact Nick Carter, 114 Ray Ave., Old Hickory, TN 37138, for further details.

\* \* \* \*

The *USS Detroit* will be holding their seventh reunion in Philadelphia, PA, on the 16th through the 18th of September, 1983.

The Holiday Inn, which is located in the center of the city, will be headquarters for this get-together. The area is surrounded by many historical sites.

For information on the reunion, please contact Tom Sanford, 2116 Lardner St., Philadelphia, PA 19149.

\* \* \* \*

Skeedaddle to Seattle to our reunion, from August 31 to September 4, 1983.

The Emerald City awaits you, so put on your moccasins and buckskins, too, and come to Seattle with a Skee-Daddle-Do.

Location is the Seattle Hyatt House, 17001 Pacific Highway South, Seattle, WA 98188; or phone 206/244-6000.

For further information, please write to *USS San Francisco* Association, 2949 Flannery Rd., San Pablo, CA 94806.

## Results of Resolution 1982 National Convention San Antonio, TX —DECEMBER 6, 1982—

**Resolution No. 1: Mascot**  
Rejected by Committee; brought to floor by motion; died for lack of second.

**Resolution No. 2: State Chairmen, election of**  
Recommended by Committee and amended to be combined with Resolution No. 2.

**Resolution No. 3: Oral History Project**

Accepted by Committee with amendment that NTSU be removed as a Pacific University and substitute participating organizations; Committee recommended adoption of resolution as amended; passed by membership.

**Resolution No. 4: Allow an elected staff of state-level officers**

Recommended by Committee to be combined with Resolution No. 2 and replace Art. 9, Constitution and By-Laws; Committee recommended adoption of Resolution No. 2 and 4 as amended and combined; passed by membership.

\* \* \* \*

## Executive Board Directives

**EBD No. 3-83:**

*Shall the Editor of PHSA Gram be authorized to wear the white hat?*

Vote — Ayes: Vice-Pres., Sec'y-Treas., 1DD, 2DD, 3DD, 4DD, 5DD and 6DD. Nays: 7DD, 8DD. **Passed.**

**EBD No. 4-83:**

*Based on figures received by the National President from Sheraton and Hilton Hotels, the Sheraton was the low bidder for the 1986 National Convention. Shall the Sheraton Hotels be named as Headquarters for the 1986 Convention?*

Vote — Ayes: Unanimous. **Passed.**

**EBD 5-83:**

*President Speelman requested that the location of the National Administration Office be changed back from National President's address to National Secretary's address. Shall the above request be approved?*

Vote — Ayes: Unanimous. **Passed.**

**LUKE "Lou" KORICH**

*USS Maryland*

Calif. Chapter One

THINK FLOWERS—THINK OURS

**DYER FLORISTS**

CECIL AND SYBLE

694 So. Main Dyer, Tennessee 38330

PHONE 692-3769

USS PENNSYLVANIA

## SEARCHING FOR NAMES AND CITATIONS

... for recipients of Silver Stars and Distinguished Service Crosses received for action 7 December 1941. Send information to:

**Capt. Donald K. Ross, USN (Ret.)**

15871 Glenwood Rd., S.W.

Port Orchard, WA 98366

or phone: 206/876-8234

Back issues of GRAM are now available: Xerox issues 1 through 49, \$2.50 each. Original issues 50 to the present, \$1.50 each. Postage paid. Send check made payable to (PHSA Inc.) Editor, Pearl Harbor GRAM, P.O. Box 96, Los Alamitos, CA 90720

## Membership Drive Winners Announced

The search for non-member survivors continues. June 1983 will be the 8th month of the 1982-1984 recruiting competition. The awards will be given in recognition of the top recruiters will be:

- 1st Place ..... \$100
- 2nd Place ..... \$ 50
- 3rd Place ..... \$ 25

All survivors recruiting ten (10) or more will receive lapel pins in recognition of the effort they put forth. It is appropriate that the leading recruiters, recognized by National President Dale Speelman, at the San Antonio Convention be named again in this article:

### AWARD WINNERS

- Hank Shane ..... \$100
- Jim Tracy ..... \$ 50
- Sarge Cook ..... \$ 25

### LAPEL PINS

Earl Selover, Dave Briner, Chet Millman, Jack Gamble, Robert Campbell, Paul Jean, Art Wynant, John Shark, Ed Restin, Ken Behl and Fred Garbuschewski.

With the continuing support and effort of the membership, there is no reason that this contest should be anything but *the best ever!*

Tom Stockett  
National Vice President



The Winners — From left to right: Harold "Sarge" Cook, Hank Shane and Jim Tracy. These three survivors were the top recruiters in signing up new members for the PHSA. Henry won first prize; Tracy came in second with Sarge taking third place. Thanks, fellows, for a job well done. Keep up the good work.

The Linn County Philatelic Society has chosen as the theme for their 4 December 1983 philatelic exposition the theme "They Were at Pearl Harbor." We have a special cachet and cancel, the latter featuring the United States Battleship *Arizona* Memorial, that will be available as a special feature of the exhibit and bourse, with some of the covers being autographed by the Pearl Harbor survivors who will be present.

We plan on an opening flag ceremony and playing of Taps at 0945 hours that Sunday morning, and have invited Governor Victory Atiyeh as our guest. We will not be certain as to whether he is coming until mid-October when his December schedule is set up. Our guests will be members of the Pearl Harbor Survivors Association. Bob Dahl is arranging for the Oregon group that he is with to be there, but any of your members nationwide are invited to come and be with us. There will be a special philatelic exhibit of Naval covers from the ships that were at Pearl Harbor that day. I have covers at the present time from 41 of the ships.

I would also like to contact, through your publication, any of the survivors who would like to tell me what they did that fateful day. And those who would be interested in autographing some of our special covers, or getting some of them cancelled at the show as souvenirs. Covers to Pearl Harbor survivors will be two for a dollar, and they should send an address label to be put on these covers.

Sherman Lee Pompey



White Caps who attended the San Antonio, TX, convention. From left to right: (Front Row) Betty Murphy, Anna Busby; (Back Row) Peggy Ollson, Frances Sonsalla, Phyllis Dana, Monica Benning, Mary Lager Giesler, Barbara Kispagh, a non-member; (Peeping) Betty Holstaw Wheatley and Dorothy Young.

**MEMBERSHIP IS OUR LIFE-BLOOD . . .  
SIGN UP A NEW MEMBER . . . TODAY!**



- R.V. OWNERS
- CAMPERS
- HUNTERS
- FISHERMEN . . .

## ORDER THIS GUIDE

- SAVE TIME, FUEL AND FRUSTRATION
- DISCOVER THE GREATEST CAMPING AMERICA HAS TO OFFER.



- ➔ TENSLEEP'S GUIDE LISTS AND DESCRIBES OVER 4,000 NATIONAL FOREST CAMPGROUNDS, ✓ TELLS YOU HOW TO GET YOU AND YOUR VEHICLE TO THOSE CAMPGROUNDS.
- ➔ TENSLEEP'S GUIDE IS PACKED WITH PRACTICAL INFORMATION FOR HUNTERS, FISHERMEN, CAMPERS, ALL OUTDOOR ENTHUSIASTS.
- ➔ THIS COMPACT, INFORMATIVE GUIDE PROVIDES COMPLETE VACATION PLANNING ✓ over 300 pp. ✓ HANDY REFERENCE SECTION.
- ➔ ORDER YOUR YEAR-ROUND RECREATION GUIDE NOW AND WE'LL PAY THE POSTAGE.
- ➔ SEND \$8.95 (CASH, CHECK OR MONEY ORDER) TO:

TENSLEEP PUBLICATIONS  
P.O. BOX 925  
ABERDEEN, S.D. 57401

REFUND IN 10 DAYS  
IF NOT SATISFIED.

Please send me \_\_\_\_\_ copies of Tensleep's National Forest Campground Guide.

Total Enclosed \_\_\_\_\_ Name \_\_\_\_\_

• SHIPPING & HANDLING • Address \_\_\_\_\_

1 COPY — NO CHARGE City \_\_\_\_\_

2 TO 7 COPIES — \$2.50

8 OR MORE — \$3.50 State \_\_\_\_\_ Zip \_\_\_\_\_

THANK-YOU FOR YOUR ORDER!

# California Chapter No. 29 Celebrates First Anniversary

National Chapter No. 149, California Chapter 29, began in December 1981 when four members of other chapters, who now live in this area, got together for coffee at the Holiday Inn with three prospective new members. From this meeting it was agreed to hold a meeting at Lee Rea's home in Hesperia, CA, during the month of January. A total of 15 survivors responded to the call and showed up

for this meeting. A decision was made to form a chapter and prospective officers were appointed. They then decided to name the chapter the "Victor Valley Roadrunners," due to their location in the high desert area. In February of 1982, a meeting was held at the Holiday Inn with then National President Bill Aupperlee, California State Chairman Ed Flaherty and California State Secretary Jim Wilson. At that time, 15 survivors along with nine members from other California chapters and six newly-signed members signed the form to send to the National Office to form this new chapter. On April 24, 1982, the National Charter for National Chapter No. 149 was presented by Jim Wilson to California State Chairman Ed Flaherty, who at that time, swore-in the new Chapter 29 President Lee Rea. A delegation from Chapter 29 had met in March with a delegation from George Air Force Base in the Officers' Club. At this meeting was the Base Commander Colonel Boshoven, who agreed to sponsor their chapter. George Air Force Base is the first AFB to sponsor an organization of this type and of PHSA. To date, the chapter membership totals 32. At the charter presentation, there were 260 Pearl Harbor survivors, guests and friends to witness this special event. With all the publicity they have received, the chapter members have become well known in the local community and throughout other Southern California chapters. They're the Roadrunners of the High Desert.



## LOST SURVIVOR

The daughter of William (Walter or Wesley) Wilson would like to locate her father. Maureen lives in Long Beach, CA, and has not seen her father for many years. She does not know the name of the ship he was on during the attack on Pearl Harbor. If anyone has any information on the whereabouts of Mr. Wilson, please contact the Editor of the *Gram*.

## 3RD DISTRICT CONVENTION

PHSA Chapter 143 of Tucson, Arizona, will host the 1983 Convention starting on December 2 and running through December 4. There will be optional activities continuing from the 5th through the 7th.

Convention Headquarters will be at the Aztec Inn (Best Western), 102 N. Alvernon Way, Tucson, AZ 85711. Room rates have been set at \$35 for single or doubles. First night deposit is required when making reservations, and please let them know you are associated with PHSA. Cut-off date is November 2, 1983.

For further information, please write to: Bart Simpson, 7425 E. 45th St., Tucson, AZ 85711, or phone 602/790-0805.

### ITEMS FOR SALE

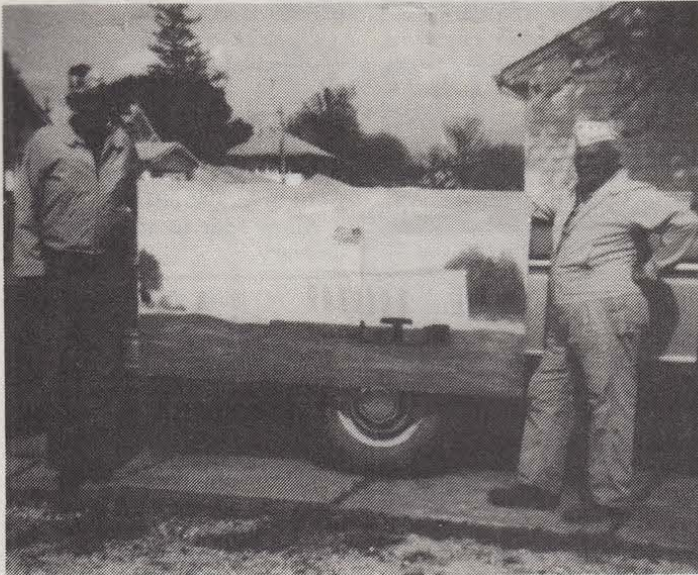
#### National Storekeeper's Office, PHSA

P.O. Box 1794, Lake Havasu City, AZ 86403  
E. R. Chappell, Storekeeper 602/855-8977

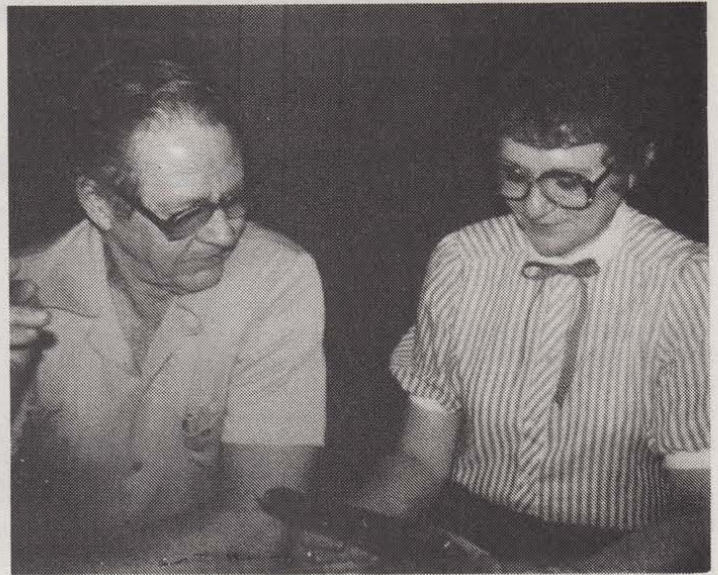
NATIONAL AND STATE OFFICERS HATS available through LANCASTER UNIFORM CAP CO., 680 S. Imperial St., Los Angeles, CA 90021. Phone 213/626-4661.

HATS (Serge lined, includes embroidered emblem) ...	\$11.00
(Sizes: 6 <sup>5</sup> / <sub>8</sub> , 6 <sup>7</sup> / <sub>8</sub> , 7, 7 <sup>1</sup> / <sub>8</sub> , 7 <sup>1</sup> / <sub>4</sub> , 7 <sup>3</sup> / <sub>8</sub> , 7 <sup>1</sup> / <sub>2</sub> , 7 <sup>5</sup> / <sub>8</sub> )	
Other sizes — Special Order	
DECALS (Windshield) .....	.25
LAPEL PINS .....	8.50
EMBLEMS (Cloth, for hats, jackets, etc.) .....	1.00
BUMPER STICKERS .....	.50
RUBBER STAMPS (PHSA Seal, 1 <sup>3</sup> / <sub>16</sub> " diameter) .....	3.00
OFFICIAL PHSA FLAG .....	45.00
GOLD DECAL .....	.50
GOLD EMBROIDERED EMBLEM .....	1.50

*(Checks or money orders are to be made payable to PHSA, INC., and mailed to the National Storekeeper's Office.)*



Russ Neal, on left, along with Harb Hansen, holding a painting of *USS Arizona* Memorial, which are carried on each side of Herb's truck during parades. Murals were painted by Herb's wife, Alice.



Jim and Shirley Clark of Charles City, Iowa, looking at plaque that was presented to Jim for his eight years of duty as Iowa State Chairman. Plaque was presented to Jim by Secretary-Treasurer of the Iowa-Hawkeye Combine Chapter Herb Hansen.



**LET US DO THE WORK . . .**

You just sit back and enjoy the comforts of travel through . . .

**CHRISTOPHER TRAVEL SERVICE**

WE HAVE TAKEN CARE OF THE TRAVEL ARRANGEMENTS OF PHSA FOR YEARS.

**CHRIS WILLIAMS**

213/660-6600 213/986-9247

2472 Glendale Blvd. • Los Angeles, CA 90093

HOME: 213/662-0652

**United States Department of the Interior**

NATIONAL PARK SERVICE  
 USS ARIZONA MEMORIAL  
 1 ARIZONA MEMORIAL PLACE  
 HONOLULU, HAWAII 96818



**E-Z STOR MINI-STORAGE**

10515 North 98th Avenue  
 Peoria, AZ 85345  
 Helen & Denny Dragan, Mgrs.  
 3 Inch AA, 3rd Def., USMC

**SPORT CAPS**



Blue visor, White front,  
 Blue nylon net back  
 Adjustable to any size

**\$5.50 each**

(13 or more at \$5.25 each)  
 (orders must be prepaid;  
 no handling charge)

Send order to  
 Colorado Mile High Chapter 1  
 6057 Owen St.  
 Arvada, CO 80004



**—PHSA MASONIC SURVEY—**

Since there appear to be many Survivors who are members of the Masonic Order, we are conducting a survey to determine how many present PHSA members belong to our Order. For our Archives of PHSA, the total number of Masons and Shriners will be listed for posterity.

Please fill out this questionnaire and return to: Ed Chappell, National Storekeeper, P.O. Box 1794, Lake Havasu City, AZ 86403. Telephone: 602/855-8977.

**PLEASE PRINT**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

MASONIC LODGE: \_\_\_\_\_

SHRINE TEMPLE: \_\_\_\_\_

Comments: \_\_\_\_\_

## THREE SOURCES AVAILABLE

# Want to Get Official Photos?

### From the Navy Times

Want a photo of a Navy or Coast Guard ship? Or other service pictures? There are three places to contact: the Defense Audiovisual Agency, the National Archives and the U.S. Naval Institute.

Any correspondence should be as specific and complete as possible concerning names of ships, hull numbers, places and dates.

The Defense Audiovisual Agency maintains official Navy photographs taken after January 1, 1958, plus some earlier photography.

DAVA provides limited free reference services for written and phone inquiries, but charges a fee for extensive research. Personal research also can be done weekdays at the address below from 7:30 a.m. to 3:30 p.m. by appointment only. call 202/433-2168 or Autovon 288-2168.

Prices for black and white prints are: 8x10 glossy, \$1.25; 8x10 matte, \$2.00; 11x14 matte, \$4.20; 16x20 matte, \$5.50; and 20x24 matte, \$7.75. B/W 4x5 negative is \$2.25.

Color prints are: 8x10, \$4.50; 11x14, \$9.60; and 16x20, \$17.50. Color transparencies are 4x5, \$8.00; and 8x10, \$16.75. 70mm internegatives are \$7.00; 35mm color slides, 60¢; and 35mm col-

or slide made from color negative material, \$3.50.

Checks or money orders, made payable to Treasurer of the U.S., should be mailed to Still Depository Branch, DAVA, Bldg. 168, Naval Station, Washington, D.C. 20374.

For U.S. Marine Corps photographs, contact DAVA Still Depository, M.C. Historical Center, Bldg. 58, Navy Yard, Washington, D.C. 20374 or phone 202/433-3634.

The National Archives maintains most official Navy photography taken from about 1920 through 1957, including pictures of World War II and Korea. It also holds other files of the Army, Marine Corps and many civilian government agencies.

It can provide limited research for written and phone inquiries, but if extensive research is required, it should be done in person from 9 a.m. to 5 p.m. weekdays at NA, Pennsylvania Ave. at 7th Street, N.W. Appointments are suggested — 202/523-3054/3055.

Research requests can be made, and additional information on larger size prints and color reproduction obtained, by writing Still Picture Branch, National Archives, Washington, D.C. 20408.

Prices for black and white prints are 8x10, \$5.35; 11x14,

\$6.60; 16x20, \$9.80; 26x24, \$12.35; 22x28, \$14.85; and 24x30, \$18.40. 4x5 negative, \$4.60; and 35mm slide (B/W), \$2.00.

Purchase orders, with checks or money orders made payable to NATF (NNVP), should be sent to Cashier, National Archives, Washington, D.C. 20408.

Normal delivery time is four to six weeks.

The U.S. Naval Institute has photos dating back to 1883 — including the extensive ship photo collection of the former *Our Navy* magazine and the Fahey collection.

Only 8x10 black and white prints in matte or glossy finish are being offered at \$6.00 each. Add \$1.00 for postage and handling for each order.

Aircraft photos (state type and year) are also available.

### SAN JOAQUIN VALLEY

#### STOCKTON, CHAPTER 10

Meetings on 3rd Sat., even months; Pres. — Joe Richter, *USS McDonough*; Vice Pres. — Bruce Preyada, *USS Utah*

## OFFICIAL PHSA MAGNETIC SEALS

Florida Chapter No. 6 is selling 12-inch diameter tri-colored magnetic PHSa Seals for \$8.00 each. Forward check and order to 2223 Hyde Park Road, Jacksonville, FL 32210.

Add five percent tax if mailed in Maryland.

Checks or money orders, made payable to the U.S. Naval Institute, should be mailed to Photo Service, U.S. Naval Institute, Annapolis, MD 21402. They accept VI A or MasterCard orders at 301/268-6110.

Allow four to six weeks for delivery.



### 8-INCH PHSa EMBLEM

Navy blue printing on white sailcloth with light blue sea washable colors and embroidered edge.

Emblem: \$3.50 ea., or order 12 @ \$3.15 ea. or 24 or more @ \$2.75 ea. Cash with order, shipping incl.

Hangtown 30 — P.O. Box 587, Pollock Pines, CA 95726.

**Hand Carved Wood PHSa Battery Clocks or Plaques 12" Diam., Hand Carved Wood PHSa Mugs, 5" H X 3 1/2" Diam., Clocks \$29.90, Plaques \$23.50, Mugs \$8.50, Shipping Included. Sponsored by Illinois Chapter One, for more information, write or send check to Wesley Bott, President, Illinois Chapter One, 25180 W. North Avenue, Antioch, Illinois, 60002.**

PHSA, Inc.  
P.O. Box 6335  
Syracuse, NY 13217

Address Correction  
Requested



Non-Profit Org.  
U.S. Postage  
**PAID**  
Permit No. 1941  
San Bernardino, CA