

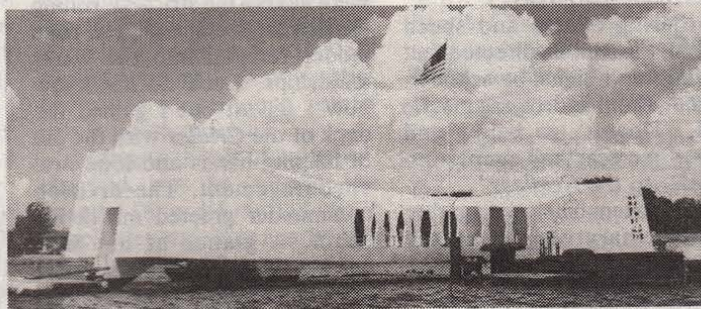


Pearl Harbor - Gram



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-Sixth Issue

October 1983

WOMEN WHO GO DOWN TO THE SEA

Navy Nurses Stick to Job Despite Bombs

The following article is about
Grace B. Lally, who passed
away on June 22, 1983. She was
one of the two nurses connected
with the Liberty Bell Chapter 1
of Philadelphia, PA. The other
member, Dorothy Bodgen, pas-
sed away in 1978. Both will be
remembered for their dedica-
tion and duty to PHSA and
Liberty Bell Chapter 1.

* * * *

The *USS Solace*, a Navy hos-
pital ship, rocked gently at her
moorings. The blue waters of
Pearl Harbor lapped softly
against her white sides.

Lieutenant Grace B. Lally,
chief nurse, United States
Navy, walked to the side of the
ship to watch the rainbow that
framed the harbor. A group of
sailors were laughing among
themselves as they fished from a
small boat. It was dawn, De-
cember 7, 1941.

Suddenly, out of the rainbow
itself roared a snub-nosed air-
plane with the rising sun of
Japan painted on its wings.
Down it came, its guns flaming.
The laughter in the fishing boat
stopped and death stalked in.

Thus was Lieutenant Lally in-
troduced to service under fire. A
service that was to take her to
Guadalcanal and New Zealand.
A service that was going to keep
her continually engaged for
more than a year.

Remarkable Record

The lieutenant sat back in an

easy chair in the home of her
sister, Mrs. Mary McGinnis and
described the adventure that
accompanied her through the
South Pacific.

She directed the removal of
4000 wounded troops from
Guadalcanal. On the trip to New
Zealand only seven of the men
died. This remarkable record,
she says, was made possible by
the use of sulfa drugs and Red
Cross blood plasma.

The people of New Zealand
struck her as "a group of New
Englanders transplanted."

"They were kindness itself,"
she said.

In her conversation Lieute-
nant Lally returned again and
again to the attack on Pearl
Harbor.

(Continued on Page 3)



On the deck of the *USS Solace*, Nov. 1941, just before the attack on
Pearl Harbor, from left to right: Lt. Grace B. Lally. Other nurses:
Dango, Shellily, Van Sten, Dugan, Colnar, D. Bogden, Combs, Haley,
Thompson, Shurr, Hickey and Cegalski.

Naval Dentist Makes 'Housecall' On Most Unusual Patient

By Rear Admiral
CURTISS W. SCHANTZ
Dental Corps,
U.S. Navy (Ret.)

It was 1400 on an August day
in 1941. Battered by huge waves
raised by an increasingly stiff
northeasterly wind, the *USS Nevada* (BB-36) plunged her
bow into the blue waters of the
mid-Pacific. At times she
seemed determined to submerge
her 30,000-ton steel hulk be-

neath the angry seas and never
come up. Vividly I recall that
welcome feeling under my un-
steady feet as the canted deck
arose again, accompanied by
the reassuring roar of tons of
water cascading off the super-
structure.

Screened by a division of de-
stroyers, the *Nevada*, along
with the task force flagship *Arizona* (BB-39) and the *Oklahoma* (BB-37), was on a routine

training sweep. The *Gridley*
(DD-380), flagship of the des-
troyer unit, proudly displayed
the flag of her division comman-
der, the gallant Commander
Charles P. Cecil. On the buck-
ing, spray-covered bridge of the
Gridley, her skipper, Lieutenant
Commander Edward Solomons,
studied the roughening weather
with deep concern. The *Gridley*
was vibrating too much.

(Continued on Page 2)

Naval Dentist Makes Housecall . . . (Continued from Page 1)

Although as the *Nevada's* dentist I normally would have been in the dental clinic, the weather had made routine dental service impossible, and I was instead seated in the wardroom with the junior engineering officer, Lieutenant Jim Clarkson, enjoying a cup of coffee. Jim was giving me a hard time. "The next time I go back to school I'm going to study dentistry and then join the Navy," he teased. He was tired and tense, and with good reason. The

"BB-36 STANDBY ASSIST GRIDLEY — TASK FORCE COMMANDER SENDS — ACKNOWLEDGE."

Ordering course and speed altered, the captain directed that the flagship's signal be acknowledged. Then, addressing me, he said, "Doctor, go below and pack your gear and prepare to transfer to the *Gridley*."

As I hastened below to gather the necessary equipment and materials, I heard the loud-speaker blare, "Away port

Then we cast off and away.

I had barely wiped the salt spray from my eyes when we were next to the stricken, rolling destroyer, from which a rope ladder flopped into the water amidships. I still do not know how I did it, but I gained the deck of the *Gridley* with the aid of helping hands and loud oral encouragement. The division commander greeted me in his cabin. A glance at his face quickly revealed that it was not he who needed dental treatment. I wondered what it was all about.

Briskly and briefly he explained why I had been called: "Doctor, we have suffered an engineering casualty. Something has fouled up our main reduction gear. Preliminary examination by the chief engineer has revealed a segment of the bull wheel's teeth to be broken out. I want you to go into the gear housing in the damaged gear area." Without further ceremony, he handed me a suit of dungarees to wear in place of my bedraggled uniform. After changing clothes, I was ushered below. There, in a compartment reeking of hot oil, loomed the gear housing with a small manhole opened at the top.

"Don't be afraid to go in Doctor," said Commander Cecil. "We have the gear locked with a jack and it can't turn over. The damage is on top and the oily wheel is slippery, so be careful. We will illuminate for you when you get inside." With considerable foreboding, I squeezed through the manhole into the housing and gained a secure footing on top of the huge gear. Helped by willing hands from above, I was soon able to mix

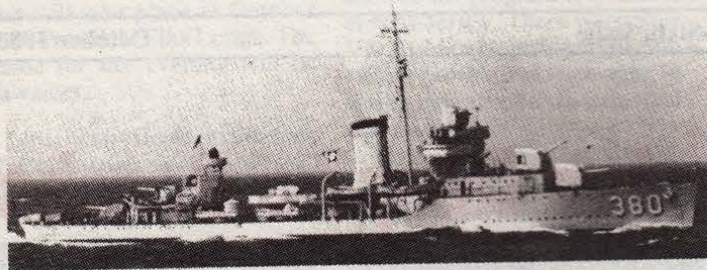
enough dental plaster, which I poured over the damaged area. One attempt was enough. After waiting a few minutes, I removed the hardened mold, passed it to a place of safety, and clambered out among my helpers, who eagerly congratulated my effort.

Later, using the mold and some more dental plaster, I made a cast of the damaged area. When examined, it revealed an abrasion and a fractured gear tooth segment, which could have been caused by an object such as a case hardened nut left in the oil sump.

Neither the division commander or the *Gridley's* captain thought the damage was great enough to warrant towing the ship to port. This was reported to the task force commander, and orders to return slowly to port followed. The 12-hour trip to Pearl Harbor proved uneventful.

No news stories ever recorded this event. World War II soon followed. The incident quickly became remote in the minds of those who had participated. Commander Cecil and Lieutenant Clarkson were among those who gave their lives in the grim struggle. Both the *Gridley* and her skipper survived the war. The *Nevada*? She, too, survived: Pearl Harbor, the Aleutians, the North Atlantic Patrol, Normandy, Southern France, Okinawa, and even an atom bomb when she was the target of an experiment off Bikini Atoll in 1946. She was finally decommissioned and sunk off Hawaii on 31 July 1948.

Reprinted from Proceedings, February, 1981 issue.



U.S.S. *Gridley*

weather was enough to make any mariner anxious.

Just then, the captain's maritime orderly entered the wardroom. Smartly he came to attention before me and saluted. "The captain wishes the doctor to report to the bridge immediately," he said. As I hastily departed for the bridge, Jim shouted after me, "Not a toothache in this weather?"

On the bridge, I found the captain studying the rolling and pitching *Gridley* through his binoculars. He turned to acknowledge my salute and my "You sent for me, sir?"

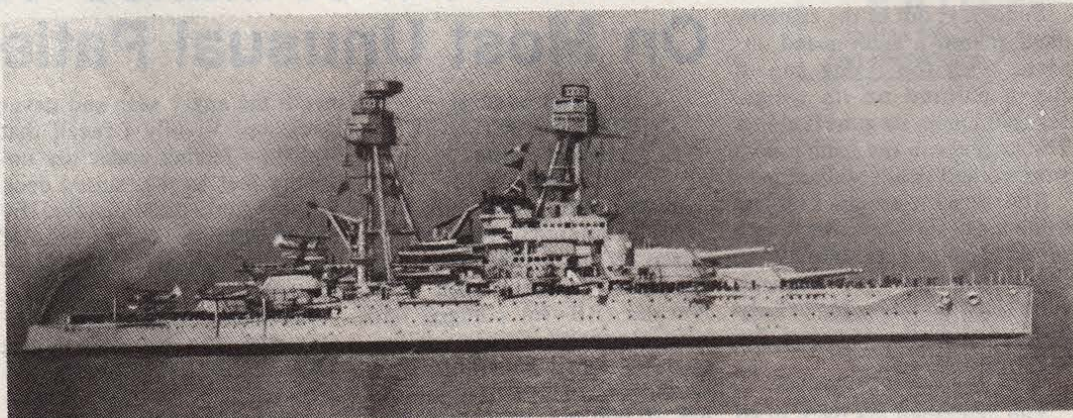
"Doctor, we've got a problem," he said, and handed me a message. "This has just been received by blinker from the *Gridley*." It read:

"BB-36 — VISUAL SIGNAL — SEND DENTIST WITH TOOTH IMPRESSION MATERIAL — DIVISION COMMANDER SENDS."

As I pondered the message, at the same time viewing the pounding seas with apprehension, I heard the captain exclaim, "They've just hoisted the breakdown pennant!" I looked toward the *Gridley* and saw her rolling dead in the water. Then things really began to happen. A blinker lamp on the *Arizona* winked at the *Nevada*:

motor whaleboat," and then saw Jim Clarkson rushing back to his emergency station. "This is no drill," I yelled to him. "I hope your motorboat engines are shipshape!"

When I returned to the boat deck, wearing my starched white uniform and clutching a small bag, I was boosted into a manned motor whaleboat that was swinging precariously in the strong wind. The engine was already turning over, and it was reassuring to see one of Jim's men at the throttle. We were swung out and lowered away before I had time to realize my life-jacket was not securely tied. Fortunately there was no mishap when the sturdy boat met the crest of the towering waves.



U.S.S. *Nevada*

Navy Nurses . . . (Continued from Page 1)

"Just after the attack started, the wounded began to arrive on board. We could hear the fight raging outside and wondered what was happening. But our job was inside the ship and there we stayed for 10 days," she said.

Anxious to Return

"Within a few hours of the first explosions, the Red Cross sent 12 civilian nurses to the ship. Everywhere I went I found the work of the Red Cross. It was something to make the American People proud. Wherever they are most needed they are to be found."

Since her return to this country, Lieutenant Lally has been itching to get back on active duty.

She was on special assignment to Radio City Music Hall where six times a day for a week she addressed audiences that averaged 6000 persons.

Lieutenant Lally was graduated from St. Joseph's Hospital School of Nursing in Reading. She was an Army nurse during World War I, serving at Camp Pike, Little Rock, AK.

She was transferred to the Navy in 1923 and expects to stay there for "as long as they'll have me." Philadelphia is the most beautiful city in the world, she says. But when she retires, it will be to a Pennsylvania farm.

After a brief visit with her sister, Lieutenant Lally will be stationed at the Naval Medical Center, Bethesda, MD.

* * * *

Grace B. Lally, 86, chief nurse on the hospital ship *USS Solace* moored in Pearl Harbor when the Japanese attacked on December 7, 1941, died at Delaware County Memorial Hospital on June 22, 1983. She lived in Drexel Hill.

The attack was a day she could never forget. Her memories were so vivid that for years, the Navy assigned her to tell others about it, to give them a feeling of how it was.

It was, she recalled, the kind of a day that made one glad to be alive.

Miss Lally stayed on deck as long as she could. She saw the men fall before the guns, she saw the bombs fall and the big ships — some of the world's great fighting ships — explode, burst into flames and capsize as desperate men swarmed over

the sides to plunge into the oil-covered waters of the harbor.

Even with guns firing, men screaming, bombs bursting and the harbor wreathed with the acrid smoke of a battle fleet caught napping at its post, Miss Lally had to convince herself that it was happening.

Adding to the air of unreality, she said, was the fact that the hospital ships did not fall under attack. Several ships nearby had been gutted. Those that remained afloat carried many signs of the battle.

The *Solace* remained untouched except where an oily film left by dying ships smudged white paint at the water line.

Inside the hull, the effects of war were apparent to the 12 nurses Miss Lally commanded and to the doctors who were later able to make it aboard. It would be a long time before Miss Lally or her charges would be able to think again about the peaceful beauty of a harbor in Hawaii.

She was the oldest member of the Pearl Harbor Survivors Association in the Philadelphia area. She had been active in the group since the mid-1960s, shortly after her retirement.

She was also active in the American Legion and the Catholic Daughters of America, Court 1055.

Farewell, sweet lady. PHSA will miss you. "Rest in peace."

Cmdr. Moe Honored

By KEN IRWIN

Comdr. Carl M. Moe (USN, Ret.), a charter member of the Seattle Chapter, was honored at a banquet held at the Westin Hotel on Oct. 30, 1982, with many dignitaries in attendance.

King Olav of Norway decorated Comdr. Moe with the St. Olav Medal on the 50th anniversary of the Norwegian Commercial Club, on which there are over 400 members.

Comdr. Moe played an active part in the building of the Marine Hospital in Seattle during the years of 1932 and 1933, which

was later changed to the name of Public Health Service Hospital. He was also active in keeping the hospital open in 1973, when the government wanted to close it.

We congratulate Comdr. Moe on his achievements and being so highly honored by the King of Norway.

Comdr. Moe was 93 years old on July 6. He and his wife, Olise, will be celebrating their 63rd wedding anniversary on August 6.

We of PHSA congratulate you both, and may you have nothing but sunny days ahead.

U.S. ATOM BOMBS HIT JAPAN

AUG. 6-9, 1945 — The American Air Force dropped its first atomic bomb August 6 upon Hiroshima, Japan, and the second one on Nagasaki, August 9. The bombs equaled 20,000 tons of TNT each.

They destroyed enemy munition centers. More than 300,000 persons were reportedly killed or injured. The A-Bomb hastened the end of World War II.

—JAPAN SURRENDERS—

AUG. 14, 1945 — Within a week after the U.S. dropped its second atomic bomb upon Nagasaki, Japan's unconditional surrender ended World War II. U.S. troops, headed by General Douglas MacArthur, began occupation of Japan.

* * * *

Editor's Note: Formal surrender documents were signed aboard the U.S. battleship Missouri, in Tokyo Bay, September 2, 1945. U.S. men who fought in World War II totaled 16,535,000. U.S. battlefront deaths totaled 407,316 and 671,000 of our men suffered wounds.



William A. Rolfe, Richmond, VA, (second from left, front row) sent us this photo of his graduating class at Hickam Field in spring, 1941. If any of you guys out there in PHSA recognize yourselves, please contact Bill at: 12308A Poplar Forest Dr., Richmond, VA 23233. He would like to bring his records up to date and know where you are living now.

Joe Hydrusko Is Laid to Rest in Arlington Cemetery

Joseph Hydrusko, recently retired owner of Dick and Dora's Restaurant in Massapequa for 22 years, died on July 13, 1983. He had been in critical condition since the 11th of July, suffering second- and third-degree burns over 70 percent of his body after his vintage plane exploded at Republic Airport.

The decorated World War II veteran's annual commemoration of the Attack on Pearl Harbor included dropping roses on the Statue of Liberty every December 7 for 13 years.

The 64-year-old patriot learned to fly at 58 and decided to buy himself a plane — a 1947 Stinson. Until July 11, 1983, he hadn't flown for over a year because of a landing accident. On Monday, the 11th, Hydrusko and his mechanic, Roland Hannula, of Massapequa Park, finished maintenance on the carburetors and prepared to start the engine.

While running the engine, a fire started on the right side of the plane. Hannula escaped and pulled Hydrusko from the burn-

ing craft. The right gas tank reportedly exploded and Hydrusko was ablaze as he was pulled from the plane.

Pearl Harbor

Hydrusko joined the Naval Reserve in 1938 after graduation from South River, NJ, High School; he was assigned to the hospital ship *USS Solace*. On December 7, 1941, the ship was anchored at Pearl Harbor when the Japanese attacked at 7:55 a.m. on that Sunday morning. Joe requested rescue duty and was given a motor launch. Hydrusko led a group of four men on five trips to pick up the wounded sailors in the harbor. He then went back with a Navy Yard worker and they spent 40 hours penetrating the hull of the *Oklahoma*, freeing 24 men trapped inside.

Hydrusko felt his actions deserved the Medal of Honor. He received a plaque and a Navy award 19 years ago but for 30 years he continued with his determination to acquire the Medal, enlisting the aid of elected officials, lobbying in Washing-

ton and appealing to the Navy's Awards and Special Projects branch. He was in Washington pursuing his efforts only recently.

Congressman Norman F. Lent (R-C, 4 C.D.) has been seeking the Medal of Honor for Hydrusko for his Pearl Harbor heroism. Lent said, "He was a good friend of mine and one of my favorite constituents. I am conducting a special order in the Chamber of the House of Representatives this week at which time a tribute statement will be placed in the official *Congressional Record*."

Pope John Paul

To commemorate the 40th year since that dreadful attack, Hydrusko flew to Rome in early December, 1981, and had Pope John Paul bless the 40 roses he would strew over the Statue of Liberty. He then flew back to make his annual trip to New York Harbor.

As a token of appreciation, Hydrusko sent the Pope an

American walnut wood and silver walking stick; its head a bust of George Washington. Hydrusko, a member of the U.S. Historical Society for five years, had the organization commission the carving of 1,000 of these canes for presentation to honored individuals. The first went to President Ronald Reagan.

Hydrusko was a captain in the Nassau Senior Squadron of the National Civil Air Patrol for five years. He participated in search and rescue missions on Long Island and upstate. The National Civil Air Patrol is the largest radio communications network in the U.S. Besides flying a plane, Hydrusko worked in radio communications for the organization.

In addition, he was the past president of the American Polish Association of Professional and Businessmen, from 1978-79. He was a member of the General Pulaski Memorial Society for five years and marched in the Pulaski Parade every year in New York City to honor Polish patriots who fought in the American Revolutionary War. This coming October, one of his five antique cars was to be used in the parade.

Hydrusko was treasurer of the Long Island Restaurant and Caterers Association, and five years ago was honored as its "Man-of-the-Year." He was an active member of the Massapequa Elks Club and also the Massapequa Rotary Club. The restaurateur also was a staunch member of the Pearl Harbor Survivors Association.

Joe is survived by his wife, Helen; two brothers and a sister.

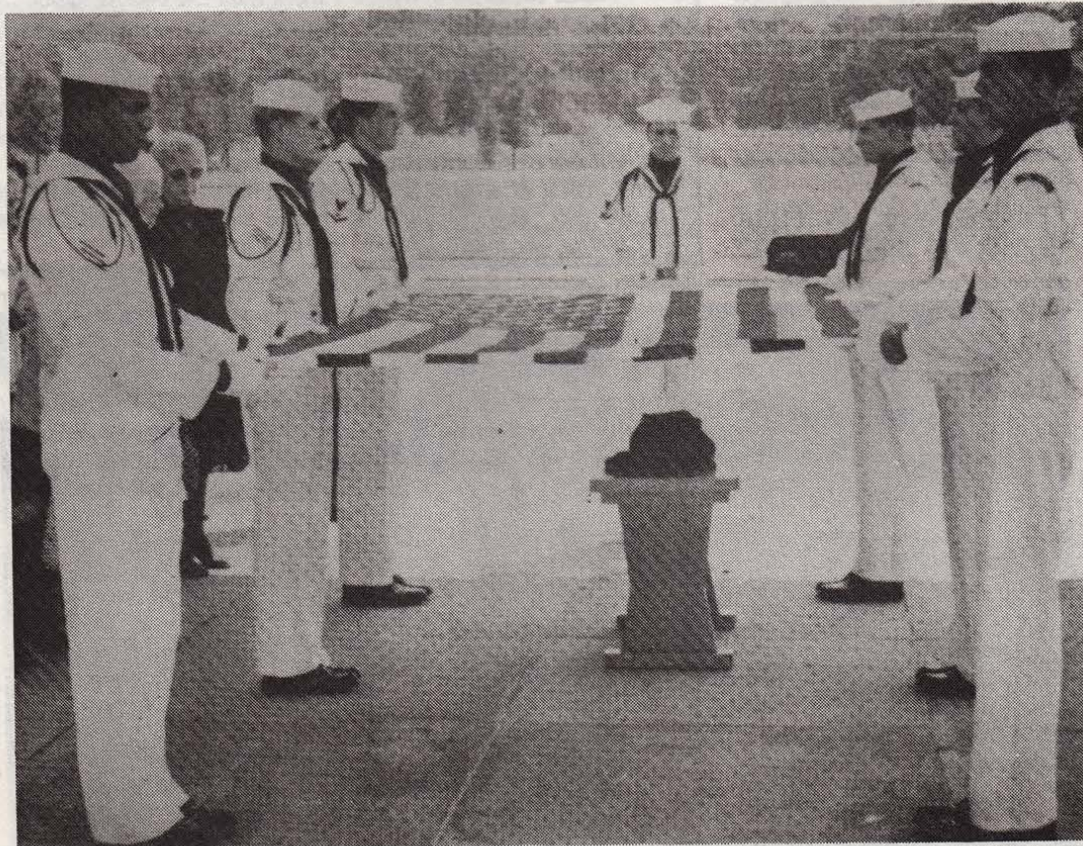
Memorial services were held for Joe on the 16th of July in St. Rose of Lima Roman Catholic Church, Massapequa. His remains were cremated and will be interred at Arlington National Cemetery in Washington, with military services. Interment was arranged by Rep. Norman Lent and close friend, Irwin Hansen.

* * * * *

"Eternal rest grant unto him, oh Lord, and let perpetual light shine upon him. May he rest in peace."

* * * * *

Smooth, sailing, Joe.



Military interment ceremonies held in Arlington National Cemetery for Massapequan Joseph Hydrusko were attended by a host of friends and relatives; his wife, Helen, is standing at left in dark glasses. Hydrusko, popular former owner of Dick 'n Dora's Restaurant and Pearl Harbor hero, died recently of burns suffered when his plane caught fire.

—photo by David L. Cahn



From the Editor's Desk

Corrections

Our big goof in the 75th edition of the *Gram* was the picture of the *USS West Virginia* in the background of the picture with Robert Duncan and his buddy Alabama.

The ship in the background is the *USS Nevada*. Robert, we here in the *Gram* office will let you answer all the mail regarding this goof.

Fred H. Leighton, a new member, was noted to be (11th F/A Schofield Bks.); it should have read (*USS Shaw*). Also, Troy C. Causey was listed on the Flag, (*USS Pennsylvania*); it should have read (Supply, Ford Island).

In the 74th edition of the *Gram*, new member Jack G. Martin was listed in the 89th C/A; it should have read 98th C/A; and Andrew Toth was listed as Andrew J. of the 98th C/A.

Hawaiian Cruise

On page 26 in the 75th issue (Mini-News), we mentioned that John Peterson of 2703 S. Court, Visalia, CA 92377, wanted to hear from Survivors who might be interested in a cruise to the Hawaiian islands during the 1986 Reunion. John was quoting the minutes of the Northern California area meetings in his Fresno newsletter, and he is not the one to contact.

Needless to say, he is receiving many letters from you Survivors on this subject and wishes the *Gram* to retract the statement. In the future, please send all such mail to the *Gram* Editor.

In the January issue of the *Gram*, 1984, we will give you a rundown on prices for this cruise and see if it's worthwhile. So, remember, please send those letters to the Editor and not to John Peterson.

Widows

Notice to all PHSA Chapter Presidents: We are receiving many letters from widows complaining that they are not receiving the *Gram*. It is each chapter president's responsibility, when sending in Death Notices to the National Secretary, that the item marked *Gram* states "yes" or "no" in this column. We have received many notices with nothing marked in this column. If you will all watch this more closely, it will be greatly appreciated.

Death Notice Correction

Mr. Andrew B. Campbell, of San Diego Chapter 3, had been listed in the 75th edition of the *Gram* on our deceased list. Our National Secretary Hall Pickard reports that this was in error and should have read: Mr. Andrew Campbell of Trion, GA (Fort Weaver). Our apologies to Mr. Campbell of San Diego, CA.

Spelling

We have been advised by an ex-sailor off the *USS Curtiss* that we have been spelling the ship's name incorrectly. We have been taking the name from the *Blue Book* (PHSA) which is spelled "Curtis." We will notify the National Secretary of this correction.

Change of Address

Please note the change of address for the *Gram* Editor, effective immediately: P.O. Box 4665, Lancaster, CA 93539. Phone: 805/948-1851. All letters, pictures and articles pertaining to the *Gram* should now be sent to the above address.

Closing date for the January, 1984, issue of the *Gram* will be December 1, 1983.

CITATION

Our thanks to Robert S. Hudson for the following story.—
GRAM Editor

* * * *

Following is a copy of the "Citation for Bravery" given to George Yoshio Nakamoto who was captain of the tugboat *Balboa* during the attack on Pearl Harbor, December 7, 1941.

Nakamoto's tug helped pull the *USS Oglala* clear of the *USS Helena* during the attack.

A Japanese-American, Yoshio is retired and living in the Manoa Valley on Oahu.

* * * *

U.S. NAVY YARD
PEARL HARBOR, T.H.

ES/F

6 June 1942

From: Commandant, Navy Yard, Pearl Harbor, T.H.
To: George Nakamoto, Tug Captain
Subject: Commendation

1. The Commandant takes great pleasure in awarding you the following citation, commending you for your conduct on the 7th of December, 1941.

CITATION

For outstanding loyalty, efficient action and disregard of personal safety during the attack on the Fleet in Pearl Harbor, Territory of Hawaii, by Japanese forces on December 7, 1941, as Captain of the Tug *Balboa*, in assisting to move a U.S. Naval Vessel, in assisting other vessels, and in the rescue of injured Naval personnel, despite the danger from enemy strafing and bombing.

/s/WILLIAM R. FURLONG

PEARL HARBOR GRAM

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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

Notice to Chapters From National Secretary

When sending in Chapter By-Laws for Executive Board approval, please send the *original*. This will make it better to copy from. I have to send each member of the Board a copy and the approval, when sent back, will be on your original.

Please use up-to-date forms from the *Handbook 1983* updated. All changes were sent out this past May. If you have not received yours, please let me know.

—G. Hall Pickard

* * * *

EXECUTIVE BOARD DIRECTIVES

EBD No. 6-83

Wisconsin Chapter 1 has requested permission to use the PHSA Logo on a trivet.

Votes: Ayes — V.P., Sec.-Treas., 1DD, 2DD, 3DD, 4DD, 5DD, 6DD, 7DD.

Nays — 8DD.

—PASSED

EBD No. 7-83

Wisconsin Chapter 1 has requested permission to use PHSA Logo on Christmas Cards.

Votes: Ayes — V.P., Sec.-Treas., 1DD, 2DD, 3DD, 4DD, 5DD, 6DD, 7DD.

Nays — 8DD.

—PASSED

* * * *

I wish to apologize for an error on a Death Notice in the July *Gram*. Andrew B. Campbell (*USS Phoenix*) should have read Andrew Campbell (Fort Weaver), Trion, GA. I have sent a letter of apology to Andrew B. Campbell of San Diego, CA.

—Hall Pickard,
National Secretary

Survivors Association Memorial

This coming December 7, 1983, PHSA will have a Tree Dedication Ceremony at Arlington National Cemetery, Arlington, VA.

The ceremonies will be called to order by Mr. Joe Nemish, of Lake Isabella, CA, starting at 12:45 p.m. There will be posting of the colors by the 3rd U.S. Infantry (Old Guard), and then the invocation by the Army Chaplain. The Tree Dedication and remarks will be given by our National Vice President Thomas J. Stockett, from Woburn, MA. There will also be an address by Congressman William Thomas.

Immediately following the Tree Dedication Ceremony, PHSA members and guests will proceed to the steps in front of the Tomb of the Unknown Soldier for a wreath presentation. The wreath will be placed by our National Vice President Tom Stockett and Joe Nemish, our National Public Relations Officer. Time for this event will be approximately 1:30 p.m.

Mr. Stockett and Mr. Nemish would like to request all Pearl Harbor Survivors in this area to please attend these ceremonies if possible.

PHSA Members Mark Nuptial Anniversaries

63rd Anniversaries

Comdr. Carl M. (*USS Curtiss*) and Olise Moe, 2204 N. W. 70th St., Seattle, WA 98117 — August 6, 1983.

Floyd E. (*USS Henley*) and Octie Page, P.O. Box 586, Hurley, NM 88043 — August 3, 1983.

60th Anniversary

James D. (HQ 18th Pur Sqd., Wheeler Field) and Ruth Campbell, 1045 Sunset Dr., Blue Bell, PA 19422 — January 3, 1983.

50th Anniversaries

Frank (*USS California*) and Florence Kuhlow, 1741 E. 11th St., National City, CA 92050 — October 14, 1983.

Charles (*USS Sacramento*) and Hilda Moore, 2011 Medford, Indianapolis, IN 46222 — April 8, 1983.

45th Anniversaries

Garth (*USS Oklahoma*) and Louise Brown, 2134 E. Whittont, Phoenix, AZ 85016 — September 16, 1983.

H. Frank (*USS Bobolink*) and Leona M. Cox, 5471 Waterside Dr., Jacksonville, FL 32210 — November 23, 1983.

40th Anniversaries

Elmer (VP-22 Ford Island) and Dolores Peek, 11350 Friar Dr., Hayden Lake, ID 83835 — October 21, 1983.

Robert B. (*USS Downes*) and Juanita Forstner, 555 Danebo, #109, Eugene, OR 97402 — November 20, 1983.

Woodrow W. (Schofield Bks.) and Virginia R. Saway, 2906 Larchmont Dr., Jackson, MS 39209 — December 9, 1983.

Ernie (*USS Sacramento*) and Jane Reepmaker, 4744 Norwich Ave., Sherman Oaks, CA 91403 — October 29, 1983.

Michael L. (Fort Armstrong) and Mildred C. Wolfe, 7 Wendfield Circle, Newport News, VA 23601 — May 1, 1983.

Clifford W. (*USS Maryland*) and Dorothy Pedersen, 11700 Cozumel St., Cypress, CA 90630 — July 30, 1983.

Theodore E. (3rd Def. BN. USMC) and Patricia Karabinus, 3311 W. Ridgewood Dr., Parma, OH 44134 — September 7, 1983.

William R. (Ft. Shafter) and Elizabeth Howard, 111 Headline Rd., Deer Park, NY 11729 — August 14, 1983.

Roger (*USS Maryland*) and Francis Lincoln, 415 So. Market St., Winamac, IN 46996 — August 1, 1983.

Robert E. (Hickam Field) and Donna May, Sr., 708 Chadsworth Ave., Seffner, FL 33584 — December 21, 1983.

John E. (*USS Utah*) and Vera Hicks, P.O. Box 1538, Havasu Lake, CA 92363 — September 21, 1983.

William A. (Hickam Field) and Anna Mae Rolfe, 12308A Poplar Forest Dr., Richmond, VA 23233 — November 6, 1983.

Jim (*USS West Virginia*) and Marty Dittoe, 6512 Balsam Dr., Reynoldsburg, OH 43068 — July 8, 1983.

George E. (Fort Shafter) and Wilma Demming, 509 Montclair Dr. S.E., Albuquerque, NM 87108 — September 25, 1983.

Mr. and Mrs. Denny (3rd Def. Bn. USMC) Dragan, 269 Anthony Ave., Hudson, NY 12534 — November 13, 1983.

William H. (*USS Dale*) and Lorene Barnes, 403 Linda Dr., Sonoma, CA 95476 — December, 1983.

Ernest (Fort Shafter) and Doris Bough, RR 27 — Box 372, Terra Haute, IN 47802 — July 17, 1983.

Ed (Harry) (*USS Nevada*) and Georgia Riley, RR 7 — Box 187, Anderson, IN 46011 — September 4, 1983.

Charles (Schofield Bks.) and Betty Newkirk, 1316 Tecumseh St., Indianapolis, IN 46201 — October 3, 1983.

35th Anniversaries

James V. (Co. D — 34th Engrs., Schofield Bks.) and Louise B. Barrett, Sr., 1316 Southall Rd., Birmingham, AL 35213 — June 22, 1983.

Eugene A. (*USS Pennsylvania*) and Anne Geuvremont, 7109 Eaker Dr., Orlando, FL 32809 — June 22, 1983.

John L. (*USS Aylwin*) and Willadean Lott, 1924 Crimson Dr., Valley Station, KY 40272 — August 3, 1983.

(Continued on Page 7)

UNIT LISTINGS

Requests for Unit Listings, which contain the names of the current PHSA members from your ship or station, are to be mailed to Mr. Thomas J. Stockett, 38 Brentwood Rd., Woburn, MA 01801. Your request should be accompanied by a self-addressed, stamped envelope. Extra postage should be included for larger units — Hickam Field, Schofield Barracks, etc.

With your request, please give you PHSA identification number found on your membership card.

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.

ANTHONY GIORDANO
USS Mugford
N. Brunswick, NJ

THARY EUGENE SMITH
USS New Orleans
Marion, NC

HERBERT PYNE JR.
USS St. Louis
Medomak, ME

HARRY T. ROBINSON
USS Pyro
Norfolk, VA

JOSEPH C. LEWALLEN
Schofield Bks.
Asheboro, NC

WILLIAM G. BARTLEY
USS Utah
Glendale, AZ

FRANK K. ALBERTI
Hickam Field
Fairfield, GA

DeWITT THOMPSON
USS Utah
Chicago, IL

GEORGE H. FOLEY
USS Medusa
Salinas, CA

THOMAS R. HARBOUR
USS Pennsylvania
Bay City, TX

GEORGE W. FLYNT
Fort Kam
Augusta, GA

JOSEPH W. A. LeFEBVRE
Hickam Field
Manchester, NH

JESSE N. NEAL
Schofield Bks.
Waterloo, SC

J. STEWART ELWELL
Schofield Bks.
Wiggins, MS

ALBERT B. SWANSON
Submarine Base
Hemet, CA

FRANK W. McLEAR
USS West Virginia
Groton, NY

JUBAL E. HENDRICKS JR.
Navy Misc.
Maybank, TX

RICHARD D. PANTHER
Ford Island
Tolleson, AZ

ARTHUR H. WOODS
USS West Virginia
Gardena, CA

ELI WELKIS
Hickam Field
Bronx, NY

DAVID P. ASKREN
USS Pennsylvania
Stockton, CA

MANUEL ARTUZ
USS Pennsylvania
Westminster, CA

WILLIAM H. DEXTER
USS Honolulu
Prospect, CT

ELMER BIRDSONG
USS Worden
Athens, GA

CALVIN A. VINCENT
USS Raleigh
Arnett, OK

DARREL S. LITTLE
Naval Hospital
Cody, WY

JAMES L. HAY
USS Reid
San Diego, CA

JESSE L. ERWIN
USS Oklahoma
Yuma, AZ

WILLIAM M. BEERS
USS Medusa
Benicia, CA

THEODORE E. MEINELT JR
USS Helena
Andover, MA

ADALBERT B. OLACK
Haleiwa Field
New Baden, IL

JOSEPH HYDRUSKO
USS Solace
Massapequa, NY

CHARLES J. McNEES
Marines
Mt. Clemens, MI

VALDA L. ADAMS
Navy Yard
Glenoak, NJ

HENRY W. WEBER
Camp Malakole
Milton, WA

ROBERT O'CONNOR
USS Solace
Lighthouse Pt., FL

LEANORD H. ROHREN
Ford Island
Utica, NE

OTHA HUBERT HODGE
Schofield Bks.
Seymour, TN

JAMES E. SLATER
USS Detroit
Brooksville, FL

CARROLL E. THOMPSON
Submarine Base
Wolbach, NE

GEORGE K. NAONE
Schofield Bks.
San Pedro, CA

CLIFTON C. WILLOUGHBY
USS West Virginia
Honolulu, HI

ROGER K. HUGHES
USS Argonne
Aptos, CA

ALOYSIUS H. POTTKOTTER
USS Raleigh
Birmingham, MI

WILLARD A. LEHR
USS Shaw
San Bruno, CA

WALTER P. JERRELL
USS Blue
Indianapolis, IN

Anniversaries . . . (Continued from Page 6)

Walter (Schofield Bks.) and Elizabeth Blackwood, 1169 Pleasant Pines Rd., Mt. Pleasant, SC 29464 — April 22, 1983.

Dean R. (*USS Nevada*) and Mary Kreek, Rt. 3, Box 17, Ore-

gon, MO 64473 — September 10, 1983.

Ed (Co. H 27th Inf. Schofield Bks.) and Gerdi Lynagh, 1160 Ala Napunani 102, Honolulu, HI 96818 — October 4, 1983.

Dale E (Submarine Base) and Laura C. Hendricks, 1302 Wilson Ave., Warrington, FL 32507 — November 1, 1983.

25th Anniversary

Mr. and Mrs. Gordon Poling of San Antonio, TX.

7th District Convention

The next 7th District Convention will take place over the weekend of 4 May 1984, at the Lake Wright Motel in Norfolk, VA.

John Korba (*USS West Virginia*) and President of Virginia Chapter 2 is the committee chairman and has planned another outstanding affair.

Youth 'Remembers' Pearl Harbor

By PAUL W. SMITH
Fourth Grade

On December 7, 1941, at six o'clock in the morning, Pearl Harbor was attacked by the Japanese. Earlier, a force of 16 fleet-type submarines were caught on the outside of the Harbor.

One hundred and eighty-three dive bombers were the first to attack. Then, 183 level bombers, torpedo planes and fighters were next to attack.

Only four American aircraft got off the ground and were soon shot down by Japanese fighters.

The Harbor's fleet of ships contained eight battleships, nine cruisers, 29 destroyers, five submarines and a number of smaller vessels.

The second wave of Japanese planes included 180 altogether. They struck at 8:40 a.m., and before 1:00 p.m., all surviving Japanese were back on their carriers.

Only 29 planes, with their crews of 55 officers and men were missing.

Of the American battleships, the *Arizona* was completely destroyed. The *California* and *West Virginia* were sunk. The ship *Oklahoma* was capsized.

The ships *Pennsylvania*, *Tennessee* and *Maryland* were all damaged but were able to sail under their own power to the

West Coast. The *Nevada* was badly damaged also.

In the short time that the attack occurred, 2,403 men were killed.

The sites that were bombed by the Japanese planes were: Schofield Barracks, Wheeler Field, Hickam Field, the Marine Air Base and the Navy Yard.

The Japanese bombing force was led by Vice Admiral Chuichi Nagumo, who also later commanded the attack on Midway Island under the command of Admiral Iroku Yamamoto.

When President Franklin Delano Roosevelt asked for Congress to declare war, he said that December 7, 1941, would be "a date which will live in infamy."

Even today, we remember Pearl Harbor Day on December 7.

Many men lost their lives that

day, protecting the United States of America.

Source: *Story of the Second World War*, Katherine Savage; *World War II — How and Why*, Time-Life Books

* * * *

Editor's Note: Paul won first place in Riverdale Baptist School's Fine Arts Competition, for his history project on Pearl Harbor, in February, 1983, representing the Fourth Grade.

He then went on to the Maryland Association of Christian Schools, Regional Fine Arts Festival, in March, 1983, where he placed third, competing with other schools from Virginia; Pennsylvania; Washington, D.C.; and Maryland. Paul's grandfather was attached to Btry C 52nd Field Artillery Bn. on December 7, 1941.



Fourth-grader Paul Smith proudly displays his prize-winning topographical reconstruction of Pearl Harbor. The youngster's history project garnered him third-place honors in the Maryland Assn. of Christian Schools Regional Fine Arts Festival in March of 1983.

PHSA Amateur Radio Net

By EARL H. SELOVER
(W4LPP)

The net continues its operation on a regularly-scheduled basis and interesting things have been happening. For instance:

On July 28, W7XC, Charles Michaels (*USS Swan*) made radio contact with the net and learned of PHSA for the first time. An application to join the association was mailed to him right away.

On August 16, ZLIANJ from Auckland City, New Zealand, checked into the net and exchanged comments with all members on the net. On a recent schedule, Tom Stockett, National Vice President of PHSA, joined the net operating from the home of W1SNN, Sterling Olberg (*USS Maryland*) and spoke to members over the air. At his request, a message was subsequently passed to K5KNF Sam Puckette (Hickam Field) in Houston, TX, to please make a personal contact with a survivor who was a patient in the Veterans Hospital in Houston, to offer him some comfort on behalf of the association.

I am pleased to announce that a new net member will soon be joining us on the air. She is KB4GHF, Edith Pond, XYL of our Past National Treasurer, Jesse Pond Jr.

On December 7, 1983, the net will conduct special operations in accordance with the following schedule:

7.280MHz — 123 OZ to 143 OZ, 14.283MHz — 163 OZ to 1903 OZ, 21.363MHz — 200 OZ to 230 OZ, and 28.875MHz — 210 OZ to 230 OZ.

Through this effort, nationwide publicity will be given to PHSA and an opportunity will be provided to emphasize our motto: "Remember Pearl Harbor — Keep America Alert!" In addition, it is quite likely that new members will be recruited.

All net members are encouraged to join in for this special event.



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USS PENNSYLVANIA

U.S. Subs Mined Jap Shipping Lanes

By FRANK SENNELLO

In an unusual display of naval ingenuity, mine experts and submariners joined together to bring the "sleeping death" weapons into Japanese controlled waters during World War II.

While mines are normally used as a defensive measure, to prevent enemy penetration of harbors, they can have a devastating effect when they appear unexpectedly in enemy's harbors and shipping lanes. A mine, therefore, was developed which could be launched from a submarine's torpedo tubes.

Capable of penetrating waters far beyond the reach of our surface ships, 31 U.S. submarines planted mines in locations likely to destroy Japanese war and merchant ships. Two of the submarines, *Grenadier* (SS-210) and *Drum* (SS-228) made two such expeditions, while the others made one each.

Because of the great destruction of Japanese records toward the end of the war, the effectiveness of the minefields was never determined. *Grenadier*, *Trigger*, *Snook*, *Scorpion* and *Runner* were later sunk while on patrol.

In an abrupt about face, when invasion of Japanese positions was imminent, several submarines were assigned mine location and detection duties. They were *Tinosa* (SS-283), *Tunny* (SS-282), *Spadefish*, (SS-411), *Seahorse* (SS-304), *Bonefish* (SS-223), *Crevalle* (SS-291), *Runner* (ss-275), *Redfin* SS-272) and *Catfish* (SS-339).

The only U.S. submarine designed as a mine-layer, *U.S.S. Argonaut* (SS-166), was never used during the war to lay mines. Being also a "submersible cruiser," 381 feet long and mounting two 6-inch .53 caliber deck guns, she was used for regular patrols, shore bombardment and as a troop transport for Carlson's Raiders assault on the Gilbert Islands.

On August 10, 1943, an Army flyer returning from a raid and without bombs, observed *Argonaut's* final action. He saw her attack a group of three Japanese

destroyers, observed a hit on one and the furious other two counterattack. *Argonaut's* bow broached the surface after being depth-charged and was hammered by the destroyers' guns, after which it slid beneath the surface. All attempts to contact the *Argonaut* by radio failed.

Argonaut was the largest U.S. diesel-powered submarine ever built, 381 feet, 4,164 tons; one of only three to mount such huge deck guns; the only mine-layer (stern tubes only); and the only submarine sinking by the enemy to be witnessed by U.S. aircraft.



"Brothers-in-Arms" — Peter (Alabama) on left and brother James Champion (Erie, PA) right, stand guard duty at Hidden Village, Hawaii, in February, 1942. James was attached to the 13th F/A-A Btry. from 1941 to 1945.

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 4665, Lancaster, CA 93539.

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

A1C Duane F. Kuhlow Jr.
347 De Soto Rd
Eglin AFB
Florida 32542

Grandson of:
Frank Kuhlow
(*USS California*)

PFC. Sean F. McDaniel
U.S. Army — H.H.B.
Staff FAC
Box 88
Fort Sill, OK 73503

Grandson of:
John I. Carey
(*USS Argonne*)

Lt. Kraig Robison
Det. 2 — 1815 TES
Einsiedlerhof, AS.
G.E. 09012

—AND—

Lt. Keith Robison
308 Strategic
Missile Wing (SAC)
Little Rock, AR 72076

Sons of:
Paul Robison
(Schoeld Bks.)

Ensign Susan Gaston
Naval Air Station
Meridian, MS 39309

Daughter of:
W. Cliff Taylor
(*USS Tennessee*)

Capt. Edward T. Huber (USAF)
732 Harvard Dr.
Sunnyvale, CA 94087

Son of:
Edward H. Huber
(*USS West Virginia*)
Sgt. Jeff Schenkelberg
P.O. Box 2463
George AFB, CA 92392

Son of:
Jerry Schenkelberg
(*USS Nevada*)

San Joaquin Valley, Stockton Chapter 10

MEETINGS 3rd Saturday, even months, at Felix and Betty's Restaurant, 701 E. Weber Ave., Stockton. Meetings in odd months in member homes.

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

Association RVers Want to Organize National Chapter

It is apparent that more and more PHSA members are becoming recreational vehicle owners (RVers) and traveling throughout the country. About 50 survivors attended the 1980 Orlando National Convention, over 125 attended the 1982 Convention in San Antonio, also at the California State Convention

Flag Vandals Get Novel Punishment From Ohio Mayor

When it comes to acts of flag desecration in the city of Salem, Ohio, justice is swift, sure and definitely to the point.

Mayor Robert Sell, presiding over the Mayor's Court recently handed down a novel sentence for two men convicted of desecrating an American flag:

Five (5) days in jail and a \$250 fine; or

Renunciation of U.S. citizenship and head for Russia.

The two men arrested for tearing down four flags from display holders on a downtown street decided they would be better off to take the penalties.

In addition to their fine and jail sentences, each also had to recite the Pledge of Allegiance each morning of their sentence on the lawn of city hall and were required to contribute eight hours of community service.

MAILING NOTICE

"If you have moved and your **GRAM** was not forwarded to you, please write the Editor and enclose 54 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

in San Diego, there were about 35 PHSA RVers in attendance.

With such a common interest within the Pearl Harbor Survivors Association, it seemed only fitting that we band together and form a PHSA RV Chapter, which we did at the San Antonio Convention. The following members volunteered to serve as Chapter Officers until December 7, 1984 and get the Chapter organized:

President — Cy Hamilton, Desert Hot Springs, CA.

Vice-President — West — Paul Cassell, Chloride, AZ.

Vice-President — East — Sam Heister, Fountain, FL.

Sec.-Treas. — Ken Behl, Merritt Island, FL.

To date we have 71 members in the Chapter from all eight districts, covering twenty states ranging from District 1 — with 29 members to District 8 — with 1 member. To date, California has 27 members followed by Florida with 11 members, then Washington with 8 members. Surprisingly, New York, site of the 1984 Convention has no members.

We hope once we get more members interested in other states across the country, we can initiate activities for member participation.

However, to have a successful organization, it takes the combined efforts of all PHSA members, plus the group of dedicated volunteers to keep things going.

So — PHSA RVers — let's get this show on the road. We will all benefit from a good nationwide Chapter and we will all be greatly surprised just how many are within our local areas and states. Let's start now, today, to get this chapter growing across this great land.

Volunteer to coordinate local activities as a Wagonmaster, also in the states and districts, be the nucleus for a strong group that can help others.

"Let's move it out and get underway!"

For further information on membership, please contact: Pearl Harbor Survivors RVers, Sec.-Treas. Kenneth R. Behl, Sr., 1480 Morgan Dr., Merritt Island, FL 32952.



PHSA members of Rochester, N.Y. Chapter 5.

A-Bomb Would Never Have Been Dropped If Not for the Attack on Pearl Harbor

By MSC. C. JOHN POPP
USN (Ret.)

The Japanese people always bring up the Atomic Bomb and the horrors and devastation it created by using the weapon, but they don't seem to realize who brought about the bomb being dropped on them and the horrors they created in the Pacific.

Let's keep one thing in perspective: The Japanese started the war with the United States with their dastardly, perfidious sneak attack on Pearl Harbor. How easy it is for them to recall Aug. 6, 1945, but appear to forget Dec. 7, 1941. If it were not for the Dec. 7 date, there wouldn't have been any Aug. 6 date.

The Japanese were so proud of the attack on Pearl Harbor, they immediately created a postage stamp honoring themselves, showing our Pacific Fleet in ruins. Do the Japanese give us coverage in their papers every year for the dastardly attack on Pearl Harbor, and the many lives that were lost?

The Americans and their allies who lost their lives in the Pacific during World War II are just as dead as the victims of the Atomic Bomb. Unless one were to actually experience what the Japanese were like during the war, with their vicious savagery in their conquests, and were the cruelest enemy we have ever faced, the physical torture, atrocities of the "Bataan Death March," starvation, brutality and their vicious treatment. Over 30,000 prisoners of war

were killed through their total lack of regard toward humanity.

If we were able to ask those who suffered and struggled, experiencing each day with thoughts of whether there would be a tomorrow. Again, if we had been able to ask these men who were put through these deprivation conditions at the hands of the Japanese, "Is it OK with you if we put a stop to this bloodshed and suffering by dropping the bomb?" what do you think their answer would be?

At this time in history it was the only thing that could be done to put a stop to this continued inhumanity. Unless one lived and experienced this time in history, they have no right to be critical of the stand that was taken by the United States. The enemy's behavior justified its outcome.

In the invasion planned for the fall of 1945 (Japan proper), it was estimated that the United States and its allies would suffer up to a million casualties and the Japanese at least five million. President Truman had to face these facts and make his decision. He did not order the bomb dropped on a peace-loving people or nation. President Truman said the Japanese were savage, ruthless, merciless and fanatical. He was also quoted as saying: "The final decision of where and when to use the bomb was up to me, let there be no mistake." We issued a warning statement asking the Japanese to surrender and save lives — the President was sure they

(Continued on Page 13)

NEW MEMBERS

Our membership recruiting schedule is near the half-way point for the 1982-1984 period. Our total membership is near 10% of the estimated military population eligible to join our Elite Organization. The youngest survivor eligible to take membership is now at age fifty-eight (58). This makes it even more important that we accelerate our level of activity in letting towns, cities, and states know that there is a P.H.S.A. Inc., who we are and why we are organized.

We have been cruising at standard speed. Let's ring up Flank Speed, with all nozzles open on our recruiting engine and go into action. I wish to compliment the survivors listed, who have shown solid progress through their individual efforts.

One hundred and fifty-one survivors, and eight Chapters have all recruited one or more new members. Those leading in the quest for new members and have signed up five or more are:

Maryland State Chairman Chet Millman	12
Jack Gamble	8
Past National President George Slavens	7
Leo Sienkiewicz	6
Virginia State Chairman Earl Selover	5
Jim Tracy	3
National President Dale Speelman	5
National Treasurer's Office	15
Alabama	1
Alaska	1
Arizona	1
Arkansas	2
California	17
Colorado	1
Connecticut	1
Florida	4
Georgia	2
Hawaii	1
Illinois	2
Louisiana	1
Maryland	5
Massachusetts	5
Minnesota	4
Missouri	7
Nevada	1
New Jersey	1
New York	7
North Carolina	6
Ohio	1
Pennsylvania	6
Rhode Island	1
South Carolina	3
Texas	5
Utah	2

Virginia	1
Washington	1
Wisconsin	2
Total	93

Third Quarter BY DISTRICT

First District	20
Second District	1
Third District	4
Fourth District	15
Fifth District	8
Sixth District	16
Seventh District	14
Eighth District	14
Total	93

New members for the period	93
Total Association Membership	9331

The third quarter of 1983 closed with a grand total of 238 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 new members 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

BURNS, Harold D. Morgantown, NC 28655 (64th C/A Ft. Shafter)
BRIGHT, Ralph S. Anderson, SC 29621 (15th C/A, Ft. Kam.)
FLYNN, Rock E. Chicago, IL 60609 (19th Inf., Schofield Bks.)
GOODMAN, Clyde H. Huntington Beach, CA 92647 (USS Maryland)
GUIDER, Joseph A. Lunenburg, MA 01462 (MPs, Schofield Bks.)
HUGES, J. Wesley Alexandria, VA 22308 (USS Helena)

JARRELL, Mansel H.
Mountain Creek, AL 36056
(Marine Det. Ford Island)

KNUDSEN, Raymond L.
Happy Camp, CA 96039
(USS New Orleans)

LUCCI, Joseph
Brooklyn, NY 11219
(64th C/A Ft. Shafter)

METZ, Bronzil L.
Iva, SC 29655
(90th F/A Schofield Bks.)

BEASON, Chester A.
Sacramento, CA 95825
(Ford Island)

CASSIUS, Samuel R.
Hackensack, NJ 07601
(USS Pyro)

FORE, Willard B.
Crockett, TX 75835
(Fort Shafter)

GOODMAN, Josiah D.
Ridgecrest, CA 93555
(USS Tennessee)

HAIRSTON, James W.
Yeadon, PA 19050
(VP-25 Ford Island)

HUNT, Robert T.
Waco, TX 76711
(35th Inf Schofield Bks.)

KANE, Edward T. Jr.
San Diego, CA 92126
(USS Worden)

LANG, Jack
Huntington Beach, CA 92649
(Submarine Base)

POWELL, Walter R.
California, MD 20619
(USS Ramapo)

MILLER, William E.
Morgantown, NC 28655
(34th Eng. Schofield Bks.)

BOHUSLAW, William E.
E. Patchogue, NY 11772
(USS Tennessee)

CAYTON, Quentin
Cape Canaveral, FL. 32920
(USS Nevada)

GARNER, James E.
Denver, CO 80227
(USS Helena)

GOODTHUNDER, Ernest R.
Kaneohe, HI 97644
(61st ORD. Army Misc.)

HEALY, John J. Sr.
Cincinnati, OH 45239
(19th Inf. Schofield Bks.)

IRELAND, Victor J.
Elkridge, MD 21227
(19th Inf. Schofield Bks.)

KINAL, Michael
Depew, NY 14043
(Schofield Bks.)

LOGAN, Raymond J.
Johnston, RI 02919
(35th Inf. Schofield Bks.)

MANN, William H.
Lexington Park, MD 20653
(USS Pennsylvania)

MOREO, Robert J.
Mechanicsburg, PA 17055
(Marines 4th Def. BN.)

MORGAN, Robert E.
Carmichael, CA 95608
(27th Inf. Schofield Bks.)

PARKER, Charles L.
San Diego, CA 92123
(USS Henley)

(Continued on Page 12)



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New Members . . . (Continued from Page 11)

PEDERSEN, Norman E.
Deland, FL 32720
(VP-24 Ford Island)

RUSSELL, Bruce P.
Indialantic, FL 32903
(41st C/A Fort Cam.)

SIMMONS, John E.
Port Republic, MD 20767
(3rd Def. BN. Marines)

SNYDER, Howard S.
Rochester, NY 14616
(Schofield Bks.)

STOLLE, Fred W.
Middletown, CT 06457
(USS Hull)

VAN BUREN, Raymond D.
Kodiak, AK 99615
(USS San Francisco)

VREELAND, Robert
Riverside, CA 92503
(34th Engr. Schofield Bks.)

WIKE, Coyte A.
Catawba, NC 28609
(USS Honolulu)

PARKING, Glenn H.
Bountiful, UT 84010
(Navy Misc.)

SLIFE, Leo D.
Sayre PA 18840
(64th C/A Ft. Shafter)

MIDDLETON, Edgar W.
Omaha, AR 72662
(VP-12 Kaneohe Bay)

FRISBIE, Molloy F.
Long Beach, CA 90813
(USS Helena)

WOLFE, Herbert F.
Corning, CA 96021
(19th Inf. Schofield Bks.)

NORWOOD, Lorenza W.
Baltimore, MD 21228
(64th F/A Schofield Bks.)

PARKER, John A.
Morgantown, NC 28655
(USS Vestal)

POUCHER, Ralph I.
McGregor, TX 76657
(Yard Craft, Hoga)

SCHUESSLER, E. Walter
Yuma, AZ 85365
(Dispensary, Ford Is.)

SMITH, Floyd W.
Comer, CA 30629
(25th Inf. Schofield Bks.)

SOSNA, Leonard S.
Philadelphia, PA 19124
(12th Sig Plt, Hickam Fld.)

SWIFT, Herbert L.
San Antonio, TX 78249
(USS Antares)

VERGARA, Saturnino
Richmond Hill, NY 11419
(USS Antares)

WHITE, Edward J.
Santa Rosa, CA 95405
(24th Mat Sqd. Wheeler Fld.)

WILCOX, James R.
Fallon, NV 89406
(USS Medusa)

CLEMSON, John W.
Walnut Creek, CA 94598
(Haw. Dept., Ft. Shafter)

CARLSON, George R.
Richfield, MN 55423
(18th AB Sqd. Hickam Field)

OWEN, Melvin J.
Mooresville, NC 28115
(USS Honolulu)

BAILEY, William H.
Fruit Heights, UT 84037
11th Bomb Grp. Hickam Fld.)

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SHAW, Boyd
Hot Springs, AR 71913
(USS New Orleans)

O'TOLLE, Thomas R.
Montello, WI 53949
(USS Worden)

PASS, James S.
Atlanta, GA 30338
(USS Helm)

ROBINSON, Willard K.
Chelmsford, MA 01824
(USS Case)

SHULER, Teddy
Carmel, CA 93923
(VP-22, Ford Island)

SMITH, John R.
Toronto, Ontario M5J2L4
(USS Avocet)

STERNQUIST, Eugene C.
North St. Paul, MN 55109
(USS Breese)

TURNER, Bill
Jonesboro, IL 62952
(13th F/A Schofield Bks.)

VIALI, Kenneth T.
Dryden, NY 13053
(USS San Francisco)

WHITMAN, Richard F.
White Bear Lake, MN 55110
(USS Oklahoma)

WOOD, John W.
Trenton, NY 08619
(53rd Sig Mat Hickam Fld.)

CARLSON, C. John
Mt. Jewett, PA 16740
(USS Maryland)

CARTEN, Max C.
Pequot Lakes, MN 56472
(USS Breese)

ALLMAN, Jesse E.
Williamston, SC 29697
(15th C/A Fort Kam.)

AMY, Alvin W.
Jennings, LA 70546
(USS Maryland)

KENNY, Edward C.
Lake Worth, FL 33463
(Mobile Hosp. #2 Navy Misc.)

CUBBAGE, William L.
Glenshaw, PA 15116
(HQ 18th AB, Whlr. Fld)

SIGMON, Henry F.
Charlotte, NC 28210
(USS Honolulu)

BACON, Melvin D.
Cape Girardeau, MO 63701
(USS Utah)

JOYCE, James P.
Jackson, MO 63755
(USS Selfridge)

WEBB, Leonard H.
Cape Girardeau, MO 63701
(14th Naval Dist.)

ROBINSON, Edward
Hyde Park, NY 02136
(19th Inf. Schofield Bks.)

KESSENICH, Joseph J.
Waukegan, WI 53597
(34th Engr. Schofield Bks.)

REARDON, Thomas C.
Natick, MA 01760
(USS Phoenix)

BRETZ, Howard R.
Jackson, MO 63755
(34th Engr. Schofield Bks.)

PROVANCE, Frederick J.
Malden, MO 63863
(USS Dobbin)

HOLM, Ralph R.
Seattle, WA 98126
(USS Maryland)

THORNTON, Lawrence J.
Brookline, MA 02146
(USS New Orleans)

MASON, James M.
Slaton, TX 79364
(Naval Hospital)

HEDGE, Charles E.
Senath, MO 63876
(USS Sumner)

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—**NATIONAL CHAPTER**—

Sample Letter to Congressmen

Honorable (FULL NAME)
Address in Washington, D.C.

Dear Senator (LAST NAME):

or . . .

Dear Mr. (LAST NAME—for Representatives):

The Pearl Harbor Survivors Association has, once again, embarked on an effort to obtain a National Charter from the Congress.

Previous attempts were troubled by a few disgruntled Survivors who dissuaded the sponsors of the bills, S131 and H2202, to drop the ball.

The PHSA is without fault as regards the accusations and insinuations which stalled and then stopped Congressional Action.

I ask you to support a new bill which, hopefully, will be presented in December, 1983.

I hope you feel that a Charter is deserved and will help us to realize a dream of some twenty-five (25) years. We were founded in 1958 and have been called a National Treasure.

Your help will be appreciated and earn the lasting gratitude of the entire membership of the PHSA.

* * * *

NATIONAL CHARTER

Your National Charter Committee reports that all action has been taken to place a new bill before the Congress.

It appears that, hopefully, this new bill will be introduced in December, at which time the Senate and House will assign the S and H numbers.

Every Survivor is urged to write his/her Congressman, Senators and Representatives **now** for their support. Even a postcard will help! **Do your part!**

Past actions, S131 and H2202 are no longer alive. By modifying S131 we have been able to expedite this matter.

Dr. Howard Killough, Kansas State Chairman, is our firebrand. Let's not let him down. **Do it today!**

The VFW has given its full support to this effort which will weigh heavily in our favor.

I quote Julius Finnern, Fifth District Director, in his newsletter of August 8, 1983: "To delay this Charter for the only organization whose total membership was under attack by hostile forces is inexcusable." Well said, Julius, thanks. Julius is a member of the Charter Committee.

Survivors, this is **urgent**. Write, write and write again!

Let's touch the entire Congress and have a National Charter to present to our National President and the Membership at Grossingers in December of 1984.

F. L. (Frank) Mack
Chairman, National
Charter Committee

No A-Bomb . . . (Continued from Page 10)

would not do that, but he gave them the choice.

Japan, in their fanatical efforts to take over the Far East and the United States—without a second thought or warning, if they had the bomb, wouldn't have hesitated for a moment to saturate us with it. We came up with a better weapon first and after much thought, used it. If dropping the Atomic Bomb had not happened, millions of our fighting men and allies, plus Japanese citizens would not be here today and be voicing their opinions every Aug. 6 of the events that happened over 38 years ago.

Many of us who survived the war in the Pacific would not be here to have children and grandchildren if the ghastly clash of an invasion had taken place. Those who were not involved in this conflict really have no right to condemn what transpired during those times.

How many of those people pointing fingers today have taken the time to visit Pearl Harbor and the *USS Arizona* Memorial, the *USS Utah* and the Punch Bowl or other Memorial resting places of our dead throughout the Pacific? To tell them if they could, that the Japanese got a bum deal by our dropping of the Atomic Bomb to end their atrocities. For those who were killed and suffered at the hands of the Japanese, they would probably have said, "Thank you, Mr. President, for saving the living."

No nation has been forgiven the way Japan has over the years. If they had won the war, they would have treated the American people the same way as they treated millions of people in the countries they conquered. One good example of this is the people of the Philippines. We have learned to forgive, but we should never forget.

No compassionate human being wants war, especially a nuclear war; but as long as there are nations in the world with the arsenals they have today, we should maintain ours as a deterrent. Throughout history it has been shown the weak do not survive. We do not advocate the use of atomic weapons in the future, because this will lead to

Armageddon. When this happens, it will be the end..

Most leaders and people of the world have never witnessed a live nuclear explosion, but if they had they would change their thinking of its use in the future. But let us remember for all that time in history, 1945, the Atomic Bomb was the right thing for the times and all should have learned from it.

In the April '83 issue of *Yankee Magazine*, Charles Sweeney, who flew the plane that dropped the bomb on Nagasaki (which was not the primary target—the primary target being the military arsenal at Kokura), said when he visited Hiroshima that someone told him the Japanese were grateful to the Americans for ending the war swiftly with the bombs, rather than prolonging it with an invasion; that the militarists had sworn to fight to the last man.

Remember Pearl Harbor and let's keep America alert. We should never be caught napping again.

Editor's Note: Mr. Popp was aboard the USS Pnnsylvania on Dec. 7, 1941. He is a member of the National Association of Atomic Veterans and also took part in the first post-war bomb tests at Bikini Atoll, the Marshall Islands in the South Pacific in 1946.

Reunions Planned

The *USS Medusa* reunion will be held during the California State Convention, from May 3-6, 1984, in Fresno.

Brochures will be sent upon request. Please contact Dick Duran, 11104 Quail Dr., Pine Grove, CA 95665 or phone 209/223-3080; or contact Joe Adams, 1112 Larkin Rd., Gridley, CA 95948, phone 916/846-3607.

* * * *

The 24th annual National Reunion of the 11th Bomb Grp. (H) Assn. will be held September 4-9, 1984. This will be in Hyannis, MA.

For further information, please contact Bob May, Sec.-Treas., P.O. Box 637, Seffner, FL 33584 or phone 813/681-3544.

I Guess You Can Call This a Testimonial

By **BOB CUNNINGHAM**
9th Sig. Det., Ft. Armstrong

I'm a "walker." Just about 6½ years ago, on Veterans Day, November 11, 1976 (an easy date for me to remember), I had a coronary bypass operation. One of the prescribed forms of exercise for just about any "mended heart" patient is walking. Fortunately, I "lucked out" with this prescription for I've grown to love these daily walks. I do believe I've covered just about every main thoroughfare in the Central San Fernando Valley of California where I reside.

During these solitary walks, I quite often find myself silently "conversing" with my God. A form of praying, I'm sure, practiced by many others.

On one beautiful morning recently, one of those crystal-clear mornings following a rain, when the air is almost a taste delight, one of those delicious mornings when you feel it's just great to be alive, I was taking my walk in the foothills above our community of Sun Valley. It was a Sunday morning, the day following one of our Chapter meetings.

I found myself talking to my God, thanking Him for my continued good health, for being so richly blessed with family and friends. Especially, for the many new friends I've made since joining the Pearl Harbor

Survivors Association just a scant 4½ years ago.

Although I have found great enjoyment taking a very active role in other veteran and fraternal organizations, advancing through the "Chairs of Office" in two of them, I have found such a joy, such a fresh wellspring of fellowship and enjoyable activities in my new-found organization, the PHSA, I had to pose the question to my God. "Why, dear God?" I asked. "Why didn't you guide me to this wonderful organization much earlier, rather than waiting 'till now, in the autumn of my years?"

The answer seemed to come back to me — almost as if by spoken word: "Don't you see, Bob? This is the piece de' resistance, the creme de la creme, the ambrosia; this is the dessert. Don't you get it, Bob? I've saved the best 'till last!"

Membership Opposes "Reparations"

This is one example of many letters we have received here in the Gram office concerning this subject. We did not receive one letter in agreement with reparations for Japanese-Americans.—EDITOR

* * * *

Dear Senator Thurmond:

Please accept my opposition to a national apology and further reparations by the United States government to Japanese-Americans evacuated from the West Coast during World War II. With some bias and a degree of honor, I acknowledge being a military survivor of the Battle of Pearl Harbor on December 7, 1941.

My congressional friend, Rep. Gene Taylor (Seventh Congressional District — Missouri) has furnished me with copies of Part I of "Personal Justice Denied" — Report of the Commission on Wartime Relocation and Internment of Civilians — (dated Dec. 1982) and Part II of "Personal Justice Denied" (dated June 1983) by the same Commission. These I have studied, as I have studied the entire tragedy of December 7, 1941, over and over again the

past 42 years. Although I was "Army" and Walter C. Short was my Commanding General, my personal interest led to an exchange of correspondence with the "Navy" — namely the late Admiral Husband E. Kimmel.

I'm not cheap, but I am conservative. In my opinion, this entire effort by radical Japanese-Americans and their efforts to make my government "kneel and pay" is utterly ridiculous — a national disgrace, if approved — and an unpardonable insult to our living and dead who were at "Pearl" when the Imperial Japanese government pulled off its sneak attack.

What will someone come up with next, Senator? A commission to seek apology to Great Britain for the War of Independence and reparations to the descendants of Cornwallis' troops for the inconvenience they experienced during the siege of Yorktown?

Thank you, Sen. Thurmond, for your fair evaluation of the subject at hand.

Cordially,

Is/ Richard F. Ferguson
U.S. Army 1941-45
ASN 17030390



Mississippi Magnolia Chapter #1 members, from left to right: Leo Van Court; Bob Chamberlain; J. C. Cothorn, Jr., "Chapter President"; Clyde Hudson, Sixth District Director; Bill Ripple, Miss. State Chairman. Seated: Hilburn Burris, Secretary-Treasurer.

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President Reagan met recently with 33 World War II American Women POWs in the Blue Room of the White House to commend them on their service to the United States. The women, who were taken prisoner in Bataan and Corregidor in 1942 when the Japanese completed their takeover of the Philippines, were gathered in Washington for their first reunion since their Liberation Day in 1945.

Withlacoochee, Florida, Selected As New Site of VA Cemetery

The Withlacoochee State Forest in central Florida will be the site of a new Veterans Administration national cemetery, VA Administrator Harry N. Walters announced recently.

Walters said that a 400-acre tract within the state forest is an ideal location for a national cemetery. Located in Sumter County, it is 40 miles equidistant from Orlando, Ocala and Tampa.

"The cemetery is being developed to serve Florida's rapidly growing veterans population," Walters said. "It will provide grave space well into the next century."

The new national cemetery is part of an expanded system undertaken several years ago by VA to assure continued burial space for veterans who request such interment. This brings to

eight the total number of cemeteries started by VA since the enactment of the National Cemetery Act of 1973, which transferred responsibility for most Federally-operated cemeteries to VA.

The site, which was donated by the State of Florida, will provide grave space for some 250,000 veterans and their dependents. Acquisition of the land and master planning for the cemetery will begin immediately according to Walters.

The first phase construction is expected to begin in 1986 with the development of 13,000 gravesites and construction of an administration building, service building, entrance gate and roadway system at an estimated cost of \$6 million.

The cemetery is scheduled to open in 1988.

OFFICIAL PHSA RINGS FOR SALE

Ring is 10K Gold with blue zircon setting in a fireburst pattern. (Blue stone is the December birthstone and commemorates the attack on Pearl Harbor and the founding of PHSA. Fireburst pattern represents bomb bursts.) Surrounding the stone are the words "Pearl Harbor Survivors Association." On one shank is the PHSA seal and founding date "1958." On the other shank is a map of Oahu with "December 7, 1941" and "Remember Pearl Harbor." All raised surfaces are bright gold with background surfaces antique gold.

Price is subject to change: Gold \$195.50, Siladium \$95.00
Payment must accompany your order.

ORDER BLANK

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 Ring: Gold _____ Siladium _____ Size _____ Initials _____
 Name _____ Telephone _____
 Address: City _____ State _____ ZIP _____
 Mail to PHSA Ring, 1950 South 200 West #28, Bountiful, Utah 84010
 1-801/298-2158 (Allow minimum of 60 days for delivery)

Wounded Beg to Get Back Into Fight

"Fix us up so we can get back," one sailor pleads.

* * * *

By COLLIER FORD

San Francisco, Dec. 31 — (AP) — "Fix us up so we can get back for another crack at 'em," a sailor wounded at Pearl Harbor said as he and scores of other Army and Navy casualties arrived here on ships from the Pacific battleground.

From the gangplanks as they were lowered from the tall gray sides of the ships, came a thin trickle first of walking wounded, hobbling on crutches or their arms in slings.

Later sailor orderlies began carrying the stretchers down — boys still smiling, with cigarettes between their lips despite burns which had left their faces raw and red or shrapnel wounds which had torn their bodies.

With them disembarked hundreds of the Navy's wives and mothers and children — worn from a sudden trip which found them leaving their fathers and husbands behind on Christmas Day, of all days.

Women in the gray and blue of emergency and Red Cross services waited to help the evacuees, and the piers were barred by steel-helmeted Army sentries to all but the waiting ambulances.

A mother came off, walking slowly down the dock, holding a boy of two by one hand, and at her side, another son, about four, carrying a little suitcase

with "Little Country Doctor" lettered on it in bright letters.

Doctors and nurses, real ones, were busy tending the wounded sailors and soldiers, trying to make them comfortable for the trip to Army and Navy hospitals.

But the boys were smiling for the most part, although some of them lay still and quiet, un-speaking on their stretchers. Others were feverishly reading American papers, trying to get an idea of what had happened in the rest of the world outside.

The story told by J. R. Trammell, an American boy just turned 20, was typical. Trammell, leaning on his arm, a blue sweater tight over his gray pajamas and a blue stocking cap jauntily cocked over his brown hair, is from Waurika, OK, where his parents, Mr. and Mrs. E. D. Trammell, are farmers.

"This is what happened," the boy said. "That Sunday (December 7, when the Japanese bombed Pearl Harbor) it didn't seem anything unusual. But about five minutes to eight, we saw planes flying overhead and a little while later, a plane dropped a torpedo which hit us forward.

"I was in the crew's galley when the Japanese were sighted and that's where I got mine — shrapnel in both legs. All four of the boys with me were hit.

"The ship's loud speaker began bellowing 'Japs are coming' and we went to our stations. Our guns were manned right through

the attack and as far as I could see, we gave a good account of ourselves. I'm ready to go back right now."

Two of Trammell's shipmates, lying alongside, nodded their heads in agreement. They were L. E. Pullian, 32, South Gate, CA, and W. A. Schiller, 21, Commonwealth Ave., St. Louis, MO. Both had shrapnel wounds, Schiller in the sides and legs and Pullian in the legs. They were members of the same gun crew, a broadside gun.

"I got hit when a bomb exploded and the flying shrapnel got all of our 12-man gun crew except for two," Schiller said, his face serious.

A curly-headed, blond lad alongside grinned and wanted to say hello. They were lying in rows so close together you could hardly squeeze between the stretchers. The curly-headed boy was William B. Chose, of Wilsall, MT, and he was just 18.

"Ankle and arm was where I got it," he said, "but I'm fine. Those boys with the burns — poor guys."

A girl, maybe a wife or a sweetheart, yellow and green leis bright over her red dress, came down between the rows, eyes searching. Then she caught sight of him and ran to his side.

Some of those on stretchers were not pretty to look at — but they still had a shine in the eyes,

saying "back home at last," and the boy with both arms sticking stiffly up in the air had a grin.

The Navy wives and children crowded the corners and passageways. Huge stacks of life preservers were piled high in the corridors and many of the women and little boys and girls were sitting on them or in chairs, waiting for their chance to get off or wondering where to go. Down the dock, the Navy League Emergency Service girls and the trim Red Cross volunteers in light blue uniforms would help them.

But now they were a little bewildered and lonely — refugees we had heard about, now here in person. All of them showed that Navy spirit, however, even down to little 3-year-old Michael Roberts, who wouldn't talk, not even though a Navy officer assured him it was all right, until his mother, Mrs. Andrew Jackson Roberts, wife of a Navy quartermaster, said it was all right.

Michael sat patiently, a Navy cap cocked down on one side of his head. His brother, Tony, two, also with a cap on his head, sat alongside. They're on the way with their mother down to South Pasadena, to visit their grandmother, Mrs. Lenore Kelly, Fair Oaks, St., South Pasadena. Their father, from Otaka, OK, still is on duty in the islands.

Notice to PHSA Members . . .

During the remainder of this year, 1983, any PHSA 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).

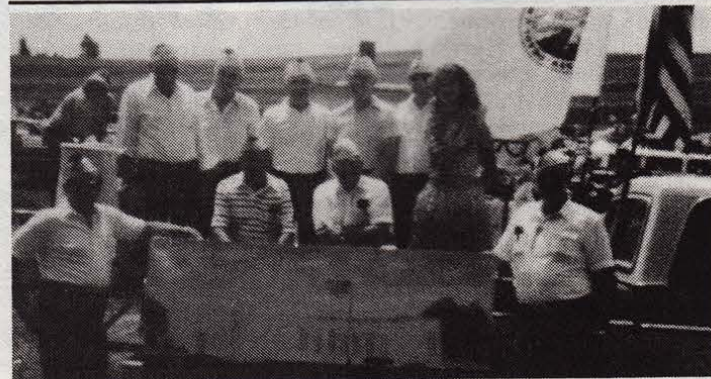
\$30.00 (plus 6% tax) Friday and Saturday

\$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 PHSA 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.



Survivors of Iowa Hawkeye Combine Chapter in and alongside Russ Neal's pickup truck with murals on the side of the truck painted by Alice Hansen. From left to right (standing): Jim Clark, Russ Neal, Lawrence Frederiksen, Elmer Anderson, Mike Harris, Max Schmeling and Omke Doeden. Seated in truck: Bude Wise and Herb Hansen. Hula gal is Kris Frederiksen, daughter of Lawrence. Others taking part in the Combine Chapter's parades, but not shown, are Chuck Stutesman and Herry Schenkelberg.

HISTORY OF USS NEVADA (BB-36)

Built by the Fore River Shipbuilding Company, Quincy, Massachusetts, the battleship *USS Nevada* (BB-36) was commissioned in the Boston Navy Yard on March 11, 1916. Her overall length was 583 feet and she displaced 27,500 tons. She was designed for a speed of 20.5 knots and a designed complement of 55 officers and 809 enlisted men.

She was originally armed with ten 14-inch .50 caliber guns, twenty-one 5-inch .51 caliber guns and four 21-inch submerged torpedo tubes. The maximum thickness of her armor was 18 inches.

Nevada spent the first months of World War I training prospective crews of "four-stacker" destroyers and as a gunnery training ship for men who would become the armed guards on merchant ships.

Nevada's early career was laden with memories. In December, 1918, she was part of an honor escort for the transport *George Washington*, which carried President Wilson to Brest, France. In July, 1921, she helped celebrate the Peruvian Centennial Exposition. In company with the *Maryland*, *Nevada* was in Rio de Janeiro in September of 1922 to represent the United States at the Centennial Celebration of Brazil Independence. As a unit of the Battle

Dedication Ceremony of Colorado PHSA Memorial

The ceremony to dedicate the Colorado PHSA Memorial at the State Capitol in Denver has been scheduled for Saturday, October 22, 1983, at 1400 hours or 2:00 p.m.

We expect a large gathering as many national dignitaries and state officials have been invited to participate in the ceremony and the various veterans organizations in Colorado have been invited to attend.

This will be a day to remember (Pearl Harbor) for all Survivors in the State of Colorado and all other Survivors who may choose to share this day with us.

Everyone is invited, so be with us if you possibly can.

Fleet, *Nevada* made a goodwill cruise to Australia and New Zealand in 1925.

During the decade of the 30s, *Nevada* cruised the western seaboard, with periodic maneuvers in the Caribbean and war games reaching north to Alaska and west to the Hawaiian Islands. As war clouds loomed, she took up defensive patrol stations out of Pearl Harbor.

On the morning of December 7, 1941, *Nevada* was moored by herself. Though being a "sitting duck," she was unhampered in her movements to escape. Within minutes after the attack began, the ship's men were at their battle stations and she was getting up steam to get underway. In the ensuing battle, two and possibly three enemy planes were shot down. Then, suddenly, a deep-running plane launched torpedo tore a hole 45 feet long and 30 feet high in the battleship's bow, flooding many of the forward compartments.

Two or three bombs hit the *Nevada* as the dive-bombers began concentrating their attacks on her. Still moored, with no dock linehandlers around, E. J. Hill, BMC, a member of the crew, plunged into the quay, cast off the lines while ignoring machine gun bullets and swam back to the ship as she was getting under way. Committing herself to the south channel, *Nevada* passed over the scene of recent underwater explosions without encountering any mines. Moving toward the main channel, a flight of Japanese bombers spotted her and diverted their attention to her. The water around the ship formed huge geysers from enemy bombs. Still underway, *Nevada* emerged from the spray, her superstructure on fire and her hull a series of gaping holes. Fearing the huge battleship might sink and block the channel, Admiral Furlong, the

Senior Officer Present Afloat (SOPA), ordered two tugs to assist her. They pushed the *Nevada* clear of the channel and beached her at Waipio Point, opposite the southern end of Ford Island. There, the fires were brought under control.

Despite the fact that almost all of the *Nevada's* superstructure was destroyed, the engineering plant remained intact. Casualties were relatively light, considering the effectiveness of the surprise attack. On February 12, 1942, the *Nevada* was refloated, and following temporary repairs at Pearl Harbor, she sailed to Puget Sound Navy Yard for complete repairs and modernization. By early 1943, *Nevada* was ready to fight again.

Her first mission was providing fire support in the capture of Attu in the Aleutian Islands. Later, she hurriedly sailed south through the Panama Canal, to participate in the invasion of France. *Nevada's* heaviest guns were put to use many times against German armor and gun emplacements, some as far away as 30,500 yards! Her fame for accurate shooting preceded her, and she was given many delicate bombardment assignments.

Following the replacement of the barrel liners in her 14-inch guns, *Nevada* sailed from New York in late 1944 for the Pacific to participate in the closing engagement of the war. First, during the invasion of Iwo Jima, and then during the battle for Okinawa, *Nevada* proved herself to be a noble warship. Despite repeated battle damage, including a flaming dive-bomber crashing into her, *Nevada* fought on. The ship was at sea off Japan when the Japanese had asked for surrender terms.

Following a short stay in

Tokyo Bay for occupation duty, *Nevada* returned to Pearl Harbor. An inspection revealed that her age and battle damage had rendered her incapable of further combat service. She was then chosen to be the target ship in an atomic bomb test (Operation "Crossroads") in the Marshall Islands.

On June 30, 1946, as smoke and spray cleared from the holocaust, there stood *Nevada*, majestically riding at anchor. Later in the year, after being towed back to Pearl Harbor, it was decided that the ship should be sunk. There she survived a planned internal explosion, radar-guided missiles ("bat-bombs"), destroyer gunfire, salvos from the mighty *Iowa* and cruiser bombardment. Finally, a flight of torpedo bombers was ordered in and on July 31, 1948, the *USS Nevada* sank in 2600 fathoms of water.

* * * * *

USS. Nevada
Sunday, 7 December 1941
Zone Description plus 10½
REMARKS

0 to 4

Moored starboard side to interrupted quay wall, berth F-8, Pearl Harbor, T.H., in 7½ fathoms of water with the following lines:

One 8 manila forward bow spring, 5 parts;

One 8" manila after bow spring, 5 parts;

One 7" manila after bow

(Continued on Page 18)



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SEND ORDERS TO:
John R. Creviston
CA CHAPTER #1
3521 Senefeld Dr.
Torrance, CA 90505

—LOST SHIPMATE—

Anyone in PHSA who has any knowledge of a Harry Sims Smedly, please contact Loren Stanchfield, 7 Royal Dr., Carson City, NV 89701.

Mr. Smedly was a Gunners Mate 2/C on the *USS West Virginia*. He entered the U.S. Navy in 1940. He was also shell-shocked in 1945.

Nevada History . . . (Continued from Page 18)

Deck remained aft and took charge of Repair One.

0802 — Machine guns opened fire on torpedo planes approaching on port beam. Members of crew state one enemy plane brought down by Nevada machine gun fire 100 yards on port quarter.

0803 — Commenced making all preparations to get underway. Oglala in flames, Nevada apparently struck by a torpedo on port bow, about frame 40. During morning watch starboard boat crane broke down

while trained on relative bearing 045° and port crane was trained 235° relative with suspended garbage hopper. This interfered to some extent with 5" anti-aircraft battery.

0805 — Ship listed slightly to port. Horizontal bombing planes sighted approaching on both bows. Anti-aircraft batteries (5" and .50 cal.) opened fire on planes.

0806 — Sveral bombs fell close aboard to port of Nevada.

0808 — Counterflooded with C-5, 7, 11, and 19-V.

0809 — As Arizona was afire, with fuel oil burning on surface of water around her and spreading rapidly, and it was considered necessary to get underway to avoid further danger due to proximity of Arizona. Fire on Arizona spread to Vestal alongside. Explosions noted in Okalahoma, which commenced to list to port.

0810 — (About) Received signal from tower to get underway and stand out of harbor.

0815 — Oklahoma capsized. Arizona exploded amidships. Lighted fires under boilers #1, 2, 4 and 5.

0820 — Singled up all lines.

Air attack slackened somewhat.

0830 — Vestal underway standing toward Aiea Landing. Secured fires under boiler #1 due to bomb hit on bridge which penetrated to forecastle deck resulting in severe shock accompanied by flareback and water leakage. Fire broke out on bridge structure and below.

0832 — Boiler #5 cut in on the main steam line.

0835 — Secured fires under boiler #2 due to smoke and gas. Engineroom ready to get underway.

0839 — Secured fires under boilers #3, 4 and 5 due to smoke in firerooms. Relighted fires immediately under boiler #5 and took over load.

0840 — Underway on various courses at various speeds, conforming to channel to stand out of harbor, Lieut.-Comdr. F. J. Thomas, USNR, at conn, Lieutenant L. E. Ruff, UNS, acting navigator, in conning tower. Starboard A.A. Conveyor out of commission above main deck. Passed ammunition to battery from main deck by hand. Relighted fires under boilers #3 and 4.

0850 — Air attack concentrated on Nevada. Several hits received on forecastle; exploding below decks; one or two near crew's galley. Fires broke out forward and amidships.

0900 — Isolated #1 and 2 fire-rooms due to flooding above floor plates and into fire boxes.

0905 — Received signal from ComBatFor not to proceed out of harbor. Made preparations to anchor. Stopped engines.

0907 — Received bomb hit on forecastle, killing Chief Boatswain E. J. Hill, USN (blown

(Continued on Page 22)

HELP NEEDED!

Following is a list of deceased survivors, but no Death Reports have been received. Anyone who can obtain information about any of these late Survivors, please make out a report and send it to the National Secretary.

—HAL PICKARD, National Secretary

STATE	NAME	I.D. NO.	LETTER FROM TREASURER
PA	MOSTOLLER, Thomas	08712	7-30-79 2-19-80
CA	KOPPE, William E.	02678	2- -80
OH	NORRIS, Coy	06252L	12-23-80
MA	BUCKLEY, Anastasia W., Capt.	06544	2- -80
NY	KITTAI, Murray M.	70542L	4-30-81
IN	HESS, William D.	10920L	8-11-81
CA	HOAGLAND, John E.	05964L	1-04-82
MI	ALLORE, Allen J.	07974	1-20-82
CA	RICHARDSON, Robert W.	10379	2-25-82
CA	McCORMICK, M. J.	02317	2- -82
NY	VELTRI, Harry S.	06179	4-15-80
CA	SUTTER, Warren D.	07707L	5-03-82
CA	DuPONT, Alfred	10246	5-03-82
CA	KANTER, Harry	00375	3-20-82
IN	GABEL, Charles	09513	3-21-82
CA	LOUNSBURY, Warren C.	00592	82
CA	ERWIN, Charles J.	07861	5-04-82
MA	TUCKER, Richard G.	07349	6- -82
MA	WICK, Jama F.	03949	6- -82
GA	PAYNE, Shermond E.	11418L	7-19-82
MI	STOUT, Dean	01244L	82
IL	LANGFORD, Bruce T.	11246	82
LA	CAYCE, Claud H.	03978	2- -82
AZ	EMERSON, Lynn R.	00537L	6-20-82
CA	BERTENSHAW, Arthur S.	07730	9-02-82
ID	BUTTARS (dropped 3-31-82)	01632	1-19-83
CA	CLEVELAND, Carl F.	07282	6-10-82
OK	CRAFT, Vernon R.	01768	11-02-82
WA	DONOVAN, Harry J.	04720	10-01-82
GA	HOSMER, Paul S.	01683	10-18-82
MO	JUDY, Jack Dean	09745	3-11-83
OH	KELLER, William G.	70588L	5-29-82
CA	LAZARO, Frank	09027	10-14-82
PA	LLOYD, Edwin C.	10383	12-24-82
WA	McELFRESH, Josephus I.	00146L	11-22-82
WA	RICHARDS, William J.	07383	4- -82
FL	SMITH, Willard C.	00716	2-20-82
OH	WATSON, James E.	06837	9-28-82
			(newsletter)
CA	LEHR, Willard A.	03980	7- -83
CA	NASH, Vincent	04470	7-12-83

(Ch. 24—Newsletter)

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Arvada, CO 80004

Harbor, the *USS Nevada* Gets Underway



Nevada History . . . (Continued from Page 19)

overboard), and an unknown number of men. Numerous near misses of bombs at this phase of the action.

0908 — Backed emergency full speed.

0910 — Grounded bow of ship intentionally between floating drydock and channel buoy #24, starboard side to beach, ship grounded on even keel. Stopped. Exact position not definite, due to intense smoke. Personnel casualties being transferred to Repair One.

0915 — Captain returned aboard.

0920 — Shifted ship control to Battle Two. Two harbor tugs moored alongside forward to assist in fighting heavy fires forward.

0925 — All personnel not on A.A. guns or broadside, engaged in fighting fires forward and amidships. Casualties being transferred to *Solace* and Naval Hospital, Pearl Harbor. *Nevada* A.A. battery firing intermittently on enemy planes. Approximately 0925 flooded all magazines.

1000 — Secured forward high-pressure air compressors due to smoke and flooding.

1015 — No progress being made in overcoming fires forward. Rigged additional hoses from aft and tugs. Due to trim forward, *Nevada* stern began swinging toward middle of channel.

1020 — Harbor tugs secured hoses, cast off forward, and pushed stern toward beach to prevent blocking channel. Un-

successful attempts made to anchor; both windlasses and wildcat jammed with wreckage from bomb hits.

1030 — Secured forward dynamos and low-pressure air compressors due to smoke.

1035 — (About) Ship floated off beach and drifted toward western side of channel. Air attacks ceased. Backed both engines two-thirds to move ship to western side of entrance channel and avoid possibility of blocking channel.

1045 — Grounded on western side of Pearl Harbor entrance channel, starboard quarter aground bow south. Buoy #19, 30 yards off starboard bow. Soundings: Bow 9 fathoms, stern 2½ fathoms. Harbor tugs used to push bow toward beach to clear channel. Final position with bow about 15 yards from buoy #19. Ship began to list to starboard.

1130 — Restarted low-pressure air compressors as smoke had cleared. Continued fire fighting on forecandle and amidships assisted by two harbor tugs forward. Ship listed 4° to starboard. Members of *Nevada* crew report that during action they observed 3 enemy planes shot down by .50 cal. battery and one by a direct hit from the 5"/.51 cal. broadside battery. Following is a summary of approximate number of hits received and general statement of damage:

One torpedo hit port bow, at least 6 bomb hits on forecandle forward of #1 turret, at least 2 bomb hits forward of stack in bridge structure, and at least 2 aft of stack in boat deck.

Forecandle to forward #1 turret wrecked, including all anchor handling gear. Wardroom and officers' country forward on main deck wrecked.

The extent of damage below these spaces is not known, but is evidently considerable. All spaces below and forward of wardroom flooded. Navigating and signal bridge structure completely gutted by fire.

Stack, gun shields, and other objects on boat deck pierced by many fragments. Captain's cabin, Captain's office, and officers' galley completely wrecked and burned. Casemates 4 and 9 wrecked.

Broadside gun #9 out of commission. Canteen destroyed, minor damage in vicinity of incinerator room and laundry. Ship's galley wrecked as well as boat deck above where bomb penetrated.

An undetermined number of blisters were ruptured, with a torpedo hole about frame 40. Extensive damage sustained to electrical wiring in way of explosions and fire.

12 to 16

During this watch, the ship continued to sink by the bow and increased list to starboard.

1301 — Secured forward dynamos due to flooding.

1330 — Stripped and secured forward distribution board and abandoned.

1400 — Secured low-pressure air compressors due to flooding and abandoned. Secured central station due to flooding on second and third decks forward. Final list 8° to starboard. Continued fighting fires forward and on boat deck. Fires under control about 1530.

1550 — Removed the dead. Number of missing not known.

Half-masted colors.

1625 — Two-blocked colors.

/s/W. L. Freesman,

Lieut.-Cmdr., U.S. Navy

16 to 20

1800 — Cut in after starboard condenser to preserve feed water. Tested main condenser, found salted up.

1830 — Secured starboard main condenser and cut in port condenser, found salted up. Fire broke out on forecandle, all hands turned to fighting fires.

1840 — Received food and water from *Helena*.

/s/R. B. Conaughty,

Lieutenant (jg), U.S.N.R.

20 to 24

2100 — Fire increased on forecandle.

2101 to 2110 — Opened fire on three unidentified planes.

2300 — All fires under control. Isolated #1 pumproom due to flooding.

1030 — In accordance with Commanding Officer's orders, 1st Lt. E. H. Drake, U.S.N.C. reported aboard for temporary duty.

/s/W. L. Freesman,

Lieut.-Cmdr., U.S. Navy

"Lost Life-Members"

70590 Arapp, Frank J.	70200 Miller, Thomas P.
03537 Benn, William C.	70201 Milne, Stuart H.
70735 Burke, Francis Michael	00299 Nichols, Robert L.
00673 Byrnes, Myrl E.	09263 Olsen, George F.
03294 Callens, Jerome E.	70139 Olsen, Howard G.
00129 Overmier, Dale	09415 Cook, Aquillor Jr.
05150 Corey, Francis J.	70201 Payette, Ovide W.
03548 Cronmiller, Fred J.	03965 Piazza, Robert V.
02930 Edmonds, Raymond L.	02890 Preece, Charles O.
70056 Edwards, Robert E.	70353 Reeve, Whitney T.
70689 Elton, Eugene D.	06446 Rogers, Clifford E.
70504 Emerson, William H.	00103 Rogers, George A.
09836 Fortier, Asa L.	05307 Rooney, Francis J.
07178 Frederick, Ralph Leroy	70150 Ross, Donald G.
05825 Gilbert, Walter J.	07318 Shifflette, W. M. III
05877 Gulyas, Stephen	70647 Singer, Edward J.
01255 Gursky, Robert V.	00235 Smalley, Frank G.
05697 Handly, Jack R.	02823 Spencer, William C.
70676 Hart, Keith	70702 Stickley, Clyde G.
09004 Hayes, Clyde Vernon	70329 Storey, E. E.
03542 Ireland, John E.	06613 Thompson, Aubrey C.
70218 Johnson, Harry G.	02323 Trasher, Joseph F.
00949 Johnson, Henry R.	03543 Truitt, Donald G.
70196 Johnson, Norman F.	00681 Upton, Robert C.
01598 King, George Wm.	70206 Voliva, William J.
70259 LeRoy, Harold W.	70601 Wagner, George E.
00212 Levine, Robert R.	04672 Ward, Charles E.
70118 Maguire, Terrance J.	-4414 Weitzel, Thomas E.
00814 Mason, Charles H.	04058 Willsey, William F.
07433 Meaders, Daniel Booker	70280 Winebrenner, Roy C.
05791 Miller, Johnny W.	04887 Wollertz, Daniel T.

Please notify National Treasurer, P.O. Box 6335, Syracuse N.Y. 13217 if you can help locate these survivors.

NC CHAPTER #1

. . . has for sale

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New President of S.D.P.H.S. 'Signs On'

EDITOR:

By way of introduction, I am the new national President of the S.D.P.H.S. I was elected in November of 1982 and took over office in San Antonio in December. This was the first election we have held in several years.

It was mentioned to me that you are the new Editor of the *Gram* and hence the purpose of this letter.

Since taking over the responsibilities of the S.D.P.H.S., I have had numerous occasions to speak at local PHSA Chapter meetings from California to Florida along with several other S.D.P.H.S. officers. At all of these meetings, the survivors have always extended very warm and courteous welcomes.

Some of the problems have come from a few wives of survivors in wanting to know why we just don't let the survivors fade away when the last survivor dies; and why should we try to capitalize on something that doesn't belong to us? In hopes that maybe something could be put in the *Gram*, I submit to you the following:

The majority of our members are extremely proud of our parents who were at Pearl Harbor. Most believe that the attack on Pearl Harbor is a truly significant part of American history. We do have a few — and I want

to emphasize a very small number of members — who don't care what happened on that day.

Those few members are not what the S.D.P.H.S. is organized for. We believe the memory of Pearl Harbor should be kept alive for two reasons. One, because we want the United States to be alert so that no country can wreak havoc on our military in that fashion ever again. The new, younger generation shall not be allowed to forget the sacrifice made on December 7, 1941. Second, we are proud of our dads for their fine performance of duties during a critical, scary and stressful event.

My father served on the *U.S.S. Tennessee* on Battleship Row that fateful morning. He passed away at a young age in 1979. I am still proud of him in death as I was of him in life. He would be extremely happy to know that I am President of the S.D.P.H.S. and dedicated, not only to his memory, but to the memory of all the survivors and those who gave the supreme sacrifice on the "Day of Infamy."

As a result of our being concerned with the preservation of this memory, we have relaxed some of our rules and have been more strict in other ways. We are now allowing sons, daughters, grandchildren, etc., of

those who perished at Pearl Harbor into our association. We are also accepting applications from those civilians who were 18 years or younger on Oahu Island during the attack. We are, however, no longer accepting applications and checks from survivors who wish to enroll their children. We only want those members who honestly show a desire to join and take an active role in the organization.

We are tied indirectly to American history by parental relations and this cannot be denied us. As long as we have one son or daughter who still possesses that love for their "old man," the S.D.P.H.S. will never die. We are dedicated to continue the great reputation of the U.S. armed forces that was established long before Pearl Harbor, but was given a stronger foundation as a result of the attack and the following four years.

Maybe in the future, should

someone ask you why there is a S.D.P.H.S., you can show them this letter.

Thank you for your time and support. Good luck; Godspeed, and Remember Pearl Harbor.

Sincerely,

/s/Michael S. Hurley
President, S.D.P.H.S.

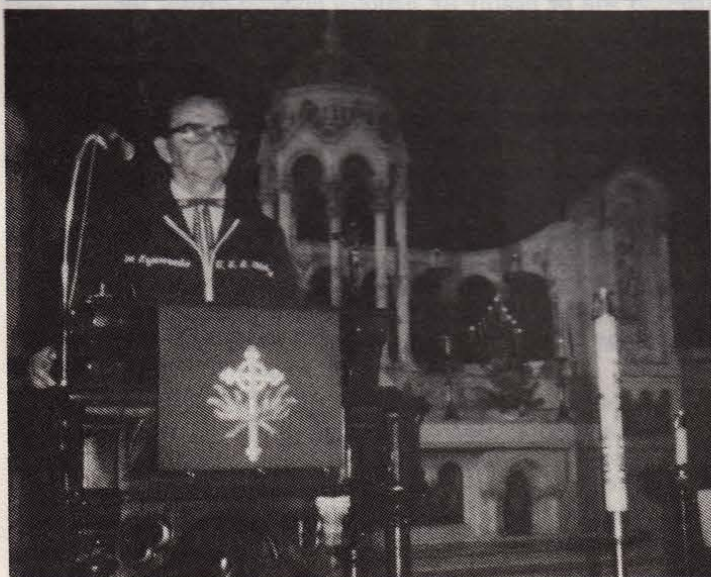
SEND IN CHAPTER HISTORY

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.

PHSA National Conventions and Reunions

- 1st 1961—Disneyland Motel, Anaheim, CA
- 2nd 1962—Long Beach, CA
- 3rd 1963—St. Louis, MO, Opera House
- 4th 1965—Clearwater, FL, Clearwater Memorial Auditorium
- Return 1966—Honolulu, HI, Princes Kaulani Hotel; Punchbowl Memorial Service televised to mainland via satellite; 1st return to Islands
- 6th 1968—Seattle, WA, Benjamin Franklin Hotel; Memorial Service, Sand Point Naval Station
- 7th 1969—Washington, DC, Memorial Service at Tomb of the Unknown Soldier; Banquet, Mayflower Hotel; PHSA plaque placed in shrine at the tomb; services at Ft. Meyers
- 8th 1970—New York, NY, Motel Commodore; memorial services for faiths, King's Point Maritime Academy
- Return 1971—Honolulu, HI, Waikiki Motel; memorial services, Punchbowl
- 9th 1972—New Orleans, LA
- 10th 1974—Anaheim, CA, Disneyland, Convention Center, memorial service St. Louis Cathedral
- 11th 1976—Honolulu, HI, Sheraton-Waikiki Hotel; memorial service, Punchbowl
- 12th 1978—Las Vegas, NV, Sahara Hotel; memorial service, Samara Space Center
- 13th 1980—Orlando, FL, Sheraton Towers; memorial service
- Return 1981—Honolulu, HI, Sheraton-Waikiki; memorial services, Punchbowl
- 14th 1982—San Antonio, TX; memorial service, Alamo



Joseph Szeverenko, Chaplain of the *USS Oklahoma* Association, is shown above conducting their traditional "Two Bell Ceremony" for departed shipmates. Services were held in the Saint Joseph Church, New Orleans, LA, on May 20, 1983. Szeverenko is also State Chairman of PHSA from the state of Illinois.

Survivor Recalls 'Day of Infamy'

By FRANK W. SMITH
Chief Photographer's Mate (Ret.)
USS Curtiss — 1940-1945

I'm not a "Yankee Doodle
Dandy,"
I wasn't born on the Fourth of
July,
But I was a "Pearl Harbor
Sailor,"
Who survived the attack from
the sky.
You might call be a "Pearl
Harbor Baby,"
'Cause that's the day I was
born,
But the year was
nineteen-fifteen,
Years before that "infamous"
morn.
The attack came Sunday
morning,
The time was seven-fifty-five.
Just moments prior to that
time,
2400 men were still alive.
The first wave then was over,
We tried to organize,
And then they came a second
time,
The U.S. Fleet was their big
prize.
The red-balled planes were
overhead,
On the seventh of December.
The enemy began their deadly
plunge,
All of us had best remember.
My ship was the *USS Curtiss*,

A seaplane tender, AV-4.
We were anchored in Pearl
Harbor,
And then we heard the roar.
A "shot down" plane dove on
our deck,
The deck was all aflame,
And then a bomb hit us direct.
We knew this was no game.
We fought back the best we
could,
They caught us so unready.
Our ship was listing to port,
But the crew then made her
steady.

My ship was an inferno,
Shrapnel flying here and there.
79 Men were wounded.
Death was everywhere.

The *Curtiss* proved her fettle,
As did every ship that day.
I lost 21 of my buddies,
In death on the deck they lay.

In the harbor there were 90
ships,
Each one a sitting duck.
Eighteen were sunk or damaged,
Very few enjoyed good luck.

We had two hundred
ninety-six
Aircraft able to fight.
We lost eighty-one of them,
Before they could take to
flight.

The murderous raid took
many lives.
2403 was the tragic number.
1143 men were wounded,

But recovered to return the
thunder.

The planes which made the
awesome raid,
totaled three hundred
fifty-three.

They lost but 29 of them,
Most returned to carriers at
sea.

Fifty enemy pilots did not
return,

They were killed by us that
day.

The war they started made us

mad,
For their evil act we did
repay.

When it was finally over,
We thought they would
invade.

But this was not part of their
plan;
Their mission was to raid.

It took us forty-four months
To win the victory.
The "leeping giant" U.S.A.
Put the enemy on bended
knee.

NAVY LEAGUE OF THE UNITED STATES

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WASHINGTON, D.C. 20006

January 18, 1983

609 Main St. Paul F. Hughey Martinez, CA 94553

Dear Friends of the Navy and of *USS Nevada*:

An historical marker will be constructed at Nevada Point on the Pearl Harbor Channel to commemorate the courageous sortie of *Nevada* on 7 December, 1941.

The San Francisco architectural firm of Braccia and Associates, RADM Anthony Braccia, USNR (Ret.), has designed and prepared construction drawings for a simple, dignified and attractive poured-in-place concrete marker mounted on a 20-square-foot concrete pad. The marker is about 8' x 2'8". On the outboard side, large bronze letters about 6" in height mounted on dowels will spell out Nevada Point. On the shoreside, a bronze plaque will carry an inscription written by Capt. Joseph K. Taussig, USN (Ret.), Deputy Assistant Secretary of the Navy. The plaque will also list the 50 KIA and the 2 Medal of Honor and the 13 Navy Cross winners. A flagstaff will be nearby for national holidays. While the "unveiling" can take place at any time, the dedication will take place 7 December, 1983.

We are ready to build. We need \$30,000 to do the complete job. Contributions in any amount are welcome. Make your checks payable to "Navy League" and mail them to the address above. Your contributions are tax deductible.

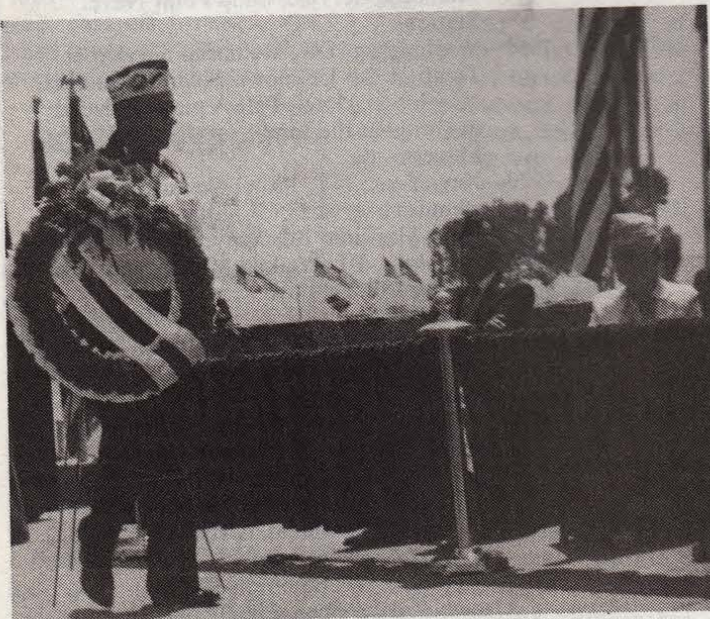
On a related matter, I have requested the Secretary of the Navy to name SSBN 732, *Nevada*, to carry on an inspirational and historic name in the Fleet. This Trident Ballistic Missile Submarine was laid down at Groton, Conn, in June of 1981. It is scheduled for launching in April, 1984, however, it can be named now at any time. Please write a personal simple short letter to:

The Honorable John Lehman
Secretary of the Navy
The PVENTAGON
Washington, D.C., 20350

and tell him what it would mean to you and the Fleet to have a *Nevada* part of the Fleet again.

If you have any questions on either of these matters, call me or drop me a letter.

Sincerely Yours,
/s/Paul F. Hughey



Walt Schiller of Hemet Valley California Chapter 27, laying the PHSA wreath at the Tomb of the Unknown Soldier on Memorial Day, 1983, at the VA National Cemetery in Riverside, CA.

Redmondite May Attend Shipwreck Reunion

By OSCAR ROLOFF

On 7-8-9 of September, a mere handful of ex-tars will gather around a newly-erected memorial at Lompoc, California (near Santa Cruz) and spin yarns about a sea-slicing, wave-washed catastrophe that took place 60 years ago. More exactly, the event occurred on the night of 8 September, 1923, when seven Navy 4-piper destroyers smashed upon a stretch of treacherous rock-strewn coastline.

Walter Watts, nearly 80, of Redmond, then being 19, is one of few sailors who can personally recall the terrifying ordeal — for he was there.

"It shouldn't have happened, but it did," Watts said. "Of those still alive, they've got to be in their late 80s or 90s. I know of two others who were in the carnage. One is George Wallace, who lives north of Seattle. We

were on the same ship. Then there's Casey Bass, who was awarded the Medal of Honor. Another had been John Becker, of Seattle, who died two years ago."

Spearheaded by Joe Silva of Santa Cruz and the Lompoc American Legion Post No. 211, there will be a fitting memorial erected and unveiled on the cliffs high above the disaster site. The Legion has also offered to host the men and their spouses. It is expected that the press will far outnumber the few former bluejackets who plan to attend.

"If I'm fit, healthwise, I'd like to go," said Watts.

Here's the story on the long-ago debacle as Watts recalled it:

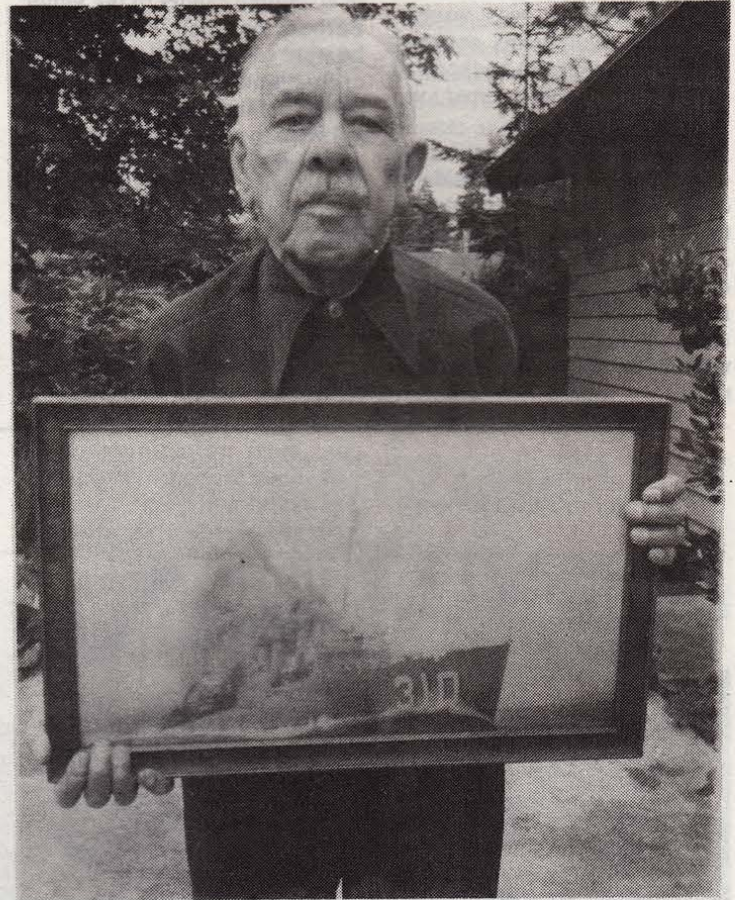
The event took place in the Devil's Jaw or the Hondo, while nine destroyers (often called tin cans because of their fragile structure) were en route to San Diego from San Francisco

where the crews had enjoyed a festive Fleet Week.

Over the years, many a ship had piled up on the Jaws while steaming through the dangerous Santa Barbara Channel. Navigate with caution was the sailors' watchword, especially at night.

didn't use care regretted it. Some, of course, didn't live to regret it."

Through this graveyard channel, Squad Dog plowed, slashing through wind-washed waves. Several skippers of ships behind became concerned about the speed but said nothing.



Walter Watts and his ship, USS S. P. Lee.—photo by Oscar Roloff

DEPARTMENT OF THE NAVY NAVAL HISTORICAL CENTER Washington Navy Yard Washington, D.C. 20374

Ser 09BH/303809

The Honorable Daniel Patrick Moynihan
United States Senator
733 Third Avenue
New York, New York 10017

Dear Senator Moynihan:

The Office of Legislative Affairs has asked that I reply to your letter of May 11th on behalf of Mr. Ted Tupper of Massapequa, a member of the Pearl Harbor Survivor's Association, who recommends the name of *Pearl Harbor* for a future U.S. Navy ship.

The name *Pearl Harbor* indeed signifies the selfless bravery and heroism of countless sailors and marines, not to mention soldiers, airmen, and civilians alike, although it must be said that it does not represent a significant victory in the sense normally memorialized in the assignment of a ship name. The day's events provided the United States with a battle cry, "Remember Pearl Harbor," which American forces ultimately took to the very doorstep of the Japanese Empire.

The large number of eligible names currently under consideration, compared to the small number of ships in our construction program, makes it extremely difficult to predict when, or if, the name *Pearl Harbor* might be assigned. Please assure Mr. Tupper that his recommendation will be given serious consideration in the name selection process for future ships.

Sincerely,

/s/JOHN D. H. KANE, Jr.

Rear Admiral, USN (Ret.)
Director of Naval History

Yet here they were, hell bent for home port 450 miles away at top speed. Though the weather was extremely rough, Watts said the Squadron Commander (Captain Watson), called "Squad Dog" for short, on his lead ship, *USS Delphy*, kept right on going. The fact that it was so foggy that one couldn't even see the ship behind or in front, had no bearing on the speed.

Watts described the Jaws: "There are treacherous currents which send waves smashing against steep cliffs and half-hidden rock pinnacles. Since the days of the Spaniards, vessels have ended up as torn, twisted hulks on the rocks. Those who

Now pitch dark, Squad Dog really goofed. At 2100 he ordered a change in course to 09. Naturally the 8 ships behind, all in a row, followed.

At that time Watts, then a pharmacist's mate first class, was asleep, probably thinking how he had enlisted at the age of 16. During his early teens World War I was on and he was too young to enlist and fight the Germans. However, in 1919, when he was 16, he had his mother tell Navy recruiters that he was 17. They believed her and Watts enlisted.

Watts didn't hear the *Delphy* smash aground. Two minutes la-

(Continued on Page 26)

Shipwreck Reunion . . . (Continued from Page 25)

ter, though, he heard his ship, *USS S. P. Lee*, tremble like a cat-shaking a mouse as it, too, smashed into the rocks, missing the *Delphy* by a few inches.

In quick order, seven tin cans piled up, including his former ship, *USS Woodbury*. Skippers of the two ships in the rear, peering through the inky darkness, knew something was wrong. Slamming their helmets seaward and ordering screws backed full astern, they barely averted joining the other seven.

No one seemed to know where they were, Watts said, including the Squad Dog. Maybe they were on one of the offshore islands, some conjectured. Suddenly, out of the darkness, they heard the shrill whistle of a train. Good. They knew they were piled up on the mainland rocks.

Watts managed to get topside. Slipping a pair of dungarees over his shorts, somehow Watts got ashore. Hand-over-hand he climbed the cliffs to the top. Here, he aided others in the climb.

When daylight came, a train arrived and Watts took a group of 40 injured sailors to the Santa Barbara hospital. From there, he went to San Diego. Clean-up crews and security patrols stayed behind, looking for survivors and to prevent looting. And the latter did happen. In fact, the event was a gigantic field day of fun for the crowds that arrived. Photographers snapped pictures and sold them. Food vendors hawked their wares. Others gawked at the wrecks below.

The following month, Watt's enlistment was up. Still shaken,

he left the Navy and headed for Seattle.

At the court of inquiry, a crestfallen Squad Dog got it. Back east, his father, a retired Admiral, had been holding his breath, waiting for the day when his son, too, would become an admiral. They'd celebrate that rare event. No luck. Watson was held responsible. Shortly after the verdict was reached, Squad Dog's father died of a heart attack, probably brought on by his grief and disappointment.

Later, the seven hulks were sold for a mere \$1,650.

Ten years later, in the late 30s, the writer, then in the Navy and while at the helm of destroyers, often feared the same awesome channel while ploughing through it — especially on moon-hidden nights.

Geographical Shifts In Vets' Population During the 1970s

The 1970s brought about some marked changes in the veteran population, not only with respect to the total number of ex-service personnel nationwide, but more specifically, with regard to the geographic distribution of these veterans.

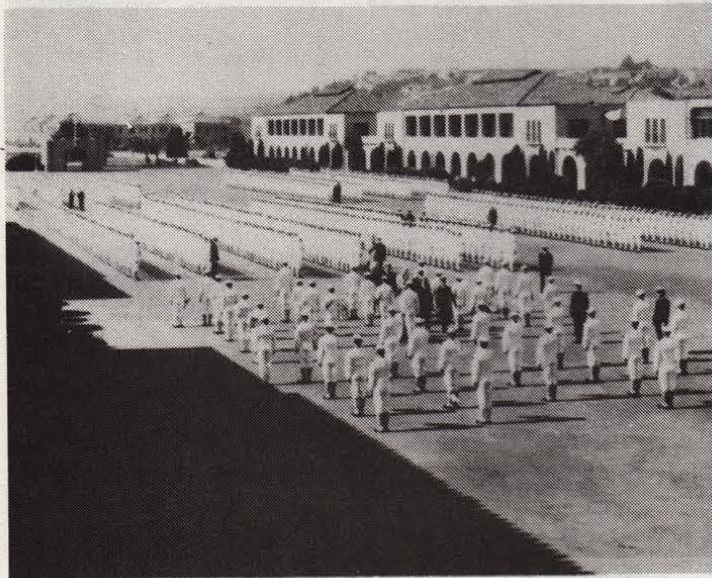
The number of veterans living in the U.S. amounted to some 28.5 million on April 1, 1980, a total of almost 1.1 million (or 3.9%) higher than the count estimated a decade earlier. Change in the overall number of veterans is brought about through the addition of military personnel discharged from active duty in the armed forces and through the loss of veterans due to death. As a result, largely because of the Vietnam War, significant numbers of separations from the armed forces caused an increase in the veteran population during the 1970s.

New York was the state losing the most veterans during the decade, as its 1980 total was 400,000 (or 16.3%) below the comparable figure 10 years earlier. Other states experiencing significant declines in their veteran population were Illinois (114,000), New Jersey (95,000), Pennsylvania (93,000), and Massachusetts (89,000). The sole factor responsible for these decreases was significant out-migration, since in every state the aggregate number of new veterans (separation from the armed forces) outweighed the count of veteran deaths.

California had the largest veteran population in 1980 with a total of 3,097,000 ex-service personnel. This sum accounted for about 1 of every 10 veterans nationwide. Seven other states had veteran counts in excess of a million — New York (2,048,000), Texas (1,716,000), Pennsylvania (1,618,000), Ohio (1,406,000), Illinois (1,391,000), Florida (1,352,000), and Michigan (1,134,000). Collectively, these eight states claimed nearly half of all veterans living in the U.S.

Nationwide, there were about

(Continued on Page 29)



Captain's Inspection — U.S. Naval Training Station, San Diego, CA (1941).

PRESIDENT'S MESSAGE:

Restoration of the Statue of Liberty

By DALE SPEELMAN
National President

Pursuant to an article published in the *Readers' Digest*, I have received correspondence from some of our members in PHSA.

It was suggested in this correspondence that our association involve itself in some sort of fund-raising effort in order to make a contribution, in the name of our National Association, to a fund for the restoration of the Statue of Liberty.

It is my suggestion that each chapter in the association make a contribution in the amount of \$1 for each member in that chapter. This money could be sent to our National Treasurer and he would set up a separate account until the contributions were all in and then send a check for the total amount collected to the committee in charge of the restoration fund. This contribution would be in the name of the Pearl Harbor Survivors Association.

I believe this idea is in the interest of a very worthy cause and should be a source of pride to all of our members.

PUBLIC LAW 96-466

U.S. Congressional Public Law 96-466, dated October 17, 1980, has been and is being enforced.

The law concerns veterans of **World War II, Korea and Vietnam**. Veterans affected are receiving letters of debt owed from the VA.

If you acquired a G.I. Loan for a home or education and could not keep the home or complete the education, you could be affected — if you accepted a check.

Should your only income be from VA, the above law could affect your monthly checks if you're in debt to the VA. The VA can stop checks until the debt is paid or after a financial statement is completed and a determined monthly repayment schedule is set up. You have appeal rights, accordingly. VA can turn the collectible debt over to the local collection agency. This may affect your commercial credit rating.

Within this law, specification, "No Statute of Limitation" exists on recoverable debts, plus interest on notification.

Important Information on How to Write Your Senators, Representatives

By LEO P. BURKE

*California Vice Chairman
National Legislative Council*

In this democracy, it is important that citizens keep those who represent them in Congress informed of opinions held by the voter. While this is equally true of state legislative bodies as well as municipal policymakers, this report is directed to the national level.

The rules for effective letter writing apply equally well to telephone calls or personal communication; however, the properly written letter sent at the appropriate time has proved to be of major importance.

1. Know whom to write. This is a basic rule, yet it is vital to success. Each voter has only one Congressman, but he has two Senators. Since both the House of Representatives and the Senate must vote on issues, it is obvious the power of votes of Senators from each state are about ten times greater in proportion to the House.

Expressed as a percentage, each state has the potential to two percent of the vote when compared to the House.

This is not to say letters to Congressmen are not important; they are, but when letters are written regarding legislation, there should be one to the Congressman in whose district you are registered to vote, and one letter to each of the Senators from your state. If you are not sure who these person are, obtain the information from your Post or District officers.

2. Be specific; be accurate; be brief. State in your letter what issue prompts your writing. Be sure you refer to Senate or House Bill, Resolution, or Joint Resolution Number if possible.

This information is sent to each member of the National Legislative Council for each Congressional District in the country. If you don't know the name of that individual, it is time to find out now!

Accuracy and brevity require work, but they contribute signi-

ficantly to effective letters.

3. State why you support or oppose the proposed legislation.

The logic of this principle is clear if considered in this light: If I say to you a certain course of action is desirable merely "because I say so," it certainly is less impressive than a statement of facts which support my conclusion. It is an example of use of effective persuasion.

4. Don't threaten reprisal. This principle is one of the most frequently violated.

In the heat of extreme emotional feelings, a writer may lapse into something which implies "you rascal, vote my way or you'll never get my vote, not

to mention those of my spouse, brothers, sisters, cousins and aunts."

Certainly there is an implication that your vote and possibly those of relatives and friends may be cast upon the record of the legislator, but such a statement marks the writer as one of narrow views and probably unreliable in any event. Take the path of what has been called "dispassionate reason," and keep your letter on the tone of friendly advocacy for betterment of our great democracy.

5. Keep informed. The lines of communication from our Washington office are good. We endeavor to speed latest in-

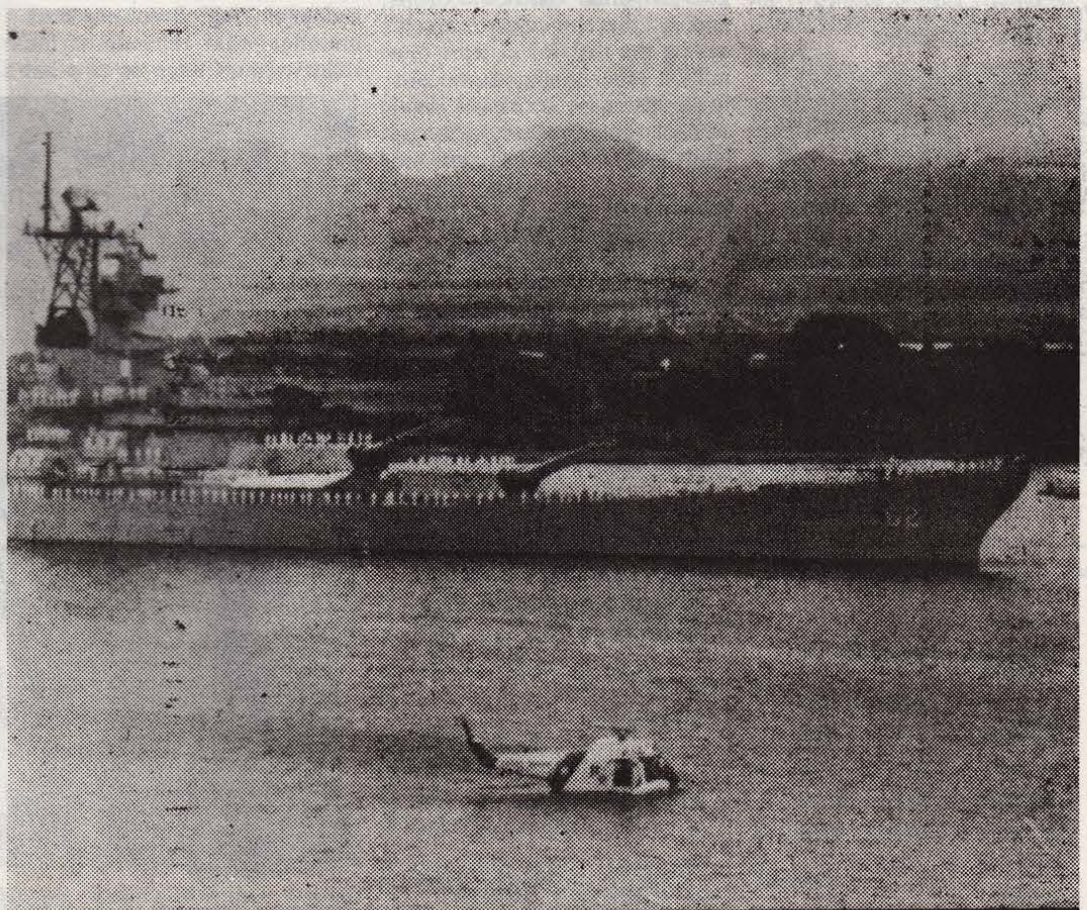
formation on the status of legislation.

Critical times arise when legislation is to be "marked up" by committee; when floor votes are scheduled in the House or Senate; and occasionally when it becomes necessary to negate a Presidential veto.

Bear in mind, therefore, how important it is for you to know what is going on. Even more importantly, the work of the National Legislative Council is incomplete if you do not act promptly by writing the best kind of letter when alerted to do so.

* * * *

From the California Legionnaire.



THE JERSEY VISITS PEARL — The battleship *USS New Jersey*, recently recommissioned in Long Beach at a cost of \$328 million, stops off at Pearl Harbor, Hawaii, recently en route to its first mission in 14 years.

Survivor Deplores Nuclear Demonstration

Mr. Wesley Thomas
Chief of Police
Monet, Missouri 65708

Dear Chief Thomas:
The following news item appeared in the *Carthage Press* of July 28, 1983:

* * * *

"Hiroshima Memorial Rite Set
"JOPLIN — Nuclear disarmament groups from across Missouri's 7th Congressional District will hold a memorial service for the victims of the atomic bombing of Hiroshima in conjunction with the 38th anniversary of that event, according to Craig Mosher, Joplin, local coordinator for the memorial service and executive officer of Southwest Missouri Nuclear Freeze, a Joplin-based peace advocacy group.

"The interfaith service is set to begin at 10:30 a.m. Saturday, August 6 on the Monett Chamber of Commerce parking lot, Seventh and Broadway. A covered dish picnic at the Monett City Park will follow.

"Sponsors for the event include Southwest Missouri Nuclear Freze, Aurora Christians for Nuclear Disarmament, and the Springfield Nuclear Weapons Freeze Campaign.

* * * *

Presumably, a permit to demonstrate has been issued to the nuclear disarmament groups

from across Missouri's 7th Congressional District, who will hold memorial services for the victims of the atomic bombing of Hiroshima, in Monett, on August 6, 1983, on the parking lot of the Monett Chamber of Commerce.

Would you be so kind as to request the leadership of these groups to also include a memorial service for the more than 2,000 former U.S. Navy personnel whose bodies are still entombed in the bowels of the *USS Arizona* at Pearl Harbor, as a result of the Japanese sneak attack on December 7, 1941? Others, too, died or were wounded that day and, in my opinion, they, too, should be memorialized by fair-minded pressure groups.

Indeed, the atomic bombing of Hiroshima and Nagasaki were tragic events, but thanks to a Supreme Power, then President Harry S. Truman had the guts to "order the bomb dropped" — thereby conservatively saving the lives of at least one million other young Americans in an otherwise necessary invasion of the Japanese home islands pursuant to bringing the

war in the Pacific to a successful conclusion.

Thank you for your consideration. Such things as the above headline, "Hiroshima Memorial Rite Set," calling attention to Americans, who

apparently have forgotten other Americans, re-open old wounds that had healed, but from which the scars remain.

Coridally,

/s/ Richard F. Ferguson
Member, PHSA

All for One and One for All!

Three soldiers of Brty A — 98th C/A met three submarine sailors at Gibson's in downtown Honolulu and, after downing a few drinks, they decided to go out to the Royal Hawaiian Hotel at Waikiki. The Navy had taken over the Royal Hawaiian Hotel for R and R purposes.

This was off limits to Army personnel, so it was decided that the three soldiers would borrow uniforms from their sailor friends at a downtown locker and have their pictures taken and spend the night at the Royal Hawaiian. Joe Dorman, who submitted this story and the accompanying photo, can't remember what the submarine sailors names were or on what

submarine they served, so Joe would like to request that any submariner remembering the story and events to please contact him. His address: 84 East-view Ave., Mahwah, NJ 07430.

Over the years, Joe has kept in touch with several men from his outfit. He reports that last August, Louis Schall is in a nursing home after having his legs amputated due to poor circulation.

Louis Schall would like to hear from some of his old buddies and even those sailors if they remember. Please drop him a line or two. It will cheer him up to know that you all remember. His address: Seneca Nursing Home, Rt. 100, Tiffin, OH.



Front row, from left to right: Philip Manda (Red Bank, NJ), Louis Schall (Tiffin, OH) and Joe "Red" Dorman, all of the 98th C/A. Submarine sailors are in back row.

ARIZONA MEMORIAL HONORS

According to the United States Navy Regulations, Article 1086, "When a ship of the Navy is passing the *USS Arizona* Memorial, Pearl Harbor, Hawaii, between sunrise and sunset, passing honors consisting of sounding 'Attention' and ordering the hand salute by all persons in view on deck and not in ranks shall be executed by that ship."

Art Humphries,
Lieutenant Commander
U.S. Navy
Public Affairs Officer

The GRAM wishes to thank Lt. Carl H. Mahlstedt, USN (Ret.) for the above information.

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

PEARL HARBOR
The Way It Was — December 7, 1941. With some never-before-published photos. \$7.95 to BOOK—PHG, Box 11012, Pueblo, CO 81001.

An Idaho-Born Japanese Sailor Recalls 1945

By KAY TATEISHI

By April of 1945, the war was all but over for the Japanese. Their forces on Okinawa were crumbling; Maj. Gen. Curtis LeMay's low-level, night bomb raids were leveling Japanese factories and cities; and Task Force 58 — composed of 16 U.S. aircraft carriers — cruised Japanese waters.

On April 5, the once-powerful Japanese Imperial Navy launched its last sortie — the super-battleship *Yamato*, escorted by a light cruiser and eight destroyers, sailed from Tokuyama on Japan's inland sea. It was a suicide mission to Okinawa intended to stop the invading American forces.

Among the crewmen in the armada were five American-born Japanese, three aboard the 64,000-ton *Yamato* — the largest of its time — and two aboard the 8,500-ton escort cruiser *Yahagi*.

Among the U.S.-born sailors, only Shigeo Yamada, an ensign aboard *Yahagi*, would survive the battle that cost 3,665 Japanese lives, the loss of the battleship and five other ships.

Yamada, 57, a recently retired Japan Airlines executive, was the son of an Idaho potato farmer whose family returned to Japan before the war. He had enrolled in a university, hoping to be exempted from military service, but was drafted into the navy in 1943 when the government mobilized all high school and college students.

The law did not exclude the many U.S.-born Japanese who had dual citizenship because their births were registered with Japanese consulates. Only those whose Japanese nationality had been stricken from the records were able to escape.

Yamada was assigned to the *Yahagi* as a communications officer, primarily to monitor U.S. radio traffic.

On April 5, the *Yamato* and its escorts were ordered to sea by Admiral Soemu Toyoda, commander in chief of the combined fleet. The operation, code-named "Ten-Go," was opposed by many Japanese naval officers.

Japan had only 2,500 barrels of oil for the ships — enough for a one-way voyage. The *Yamato*,

commissioned in December 1941 and a veteran of Midway, the Philippine Sea and Leyte Gulf, was to be beached as diversionary bait. Its 18-inch guns with 25-mile range would support Japanese troops on Okinawa.

Yamada recalls his commanding officer, Capt. Tameichi Hara, telling officers that the mission was suicidal. But he said the objective was victory, not suicide, and they were to save themselves if the ship was crippled or sunk.

At dawn on April 7, the fleet, after moving gingerly through the mine-infested Bungo Strait, sailed into the East China Sea off southeastern Kyushu.

At 8 a.m., heavy rain swept the ships moving in ring formation, with *Yamato* in the center. An hour later, a destroyer dropped out with engine trouble. The others zigzagged south towards Okinawa at 24 knots, evading U.S. submarines.

The last Japanese escort planes turned for home, and the coast of Kyushu disappeared. The fleet was alone, 175 miles out.

At about 11:30 a.m., 250 planes from U.S. Rear Admiral Marc Mitscher's Task Force 58 loomed out of the clearing overcast and attacked.

Yamada recalls that "the Americans hit us with everything they had," and *Yamato* replied with its big guns, 150 anti-aircraft guns and 40 machine guns.

At 12:10 p.m., U.S. planes unleashed two bombs near

Yamato's mainmast. Then a torpedo ripped its portside.

The *Yahagi*, also fighting back at the attackers, tried to escape but was hammered by bombs and torpedoes. Explosions blew out the forecastle and stern. A torpedo plunged into the starboard bow. The cruiser "quivered and rocked as if made of paper, and sank," Capt. Hara wrote later.

Six miles away, *Yamato*, after taking 12 torpedoes, rolled on its beam at 2:15 p.m. and disappeared in minutes.

The Japanese navy often used the term "gotchin" (sink instantaneously) to describe earlier victories against allied ships.

"I didn't believe such things happened, but it did — right before my eyes," says Yamada, who found himself clinging to debris in oil-covered waters and was rescued by one of the remaining destroyers.

The Japanese lost 2,498 men from *Yamato*, 446 from *Yahagi* and 721 from four destroyers in the two-hour battle. The Americans lost 10 planes and 12 airmen.

Yamada finished the war monitoring U.S. aircraft movements from a base north of Tokyo. "We caught the flight patterns regularly but were helpless. We didn't have anything left," Yamada recalls.

Today, Yamada says he still grieves over the loss of many friends, but feels "lucky that I can recall the ordeal as an experience of yesterday."

Associated Press



Miss Piggy and Kermit visited California Chapter 14 at their March meeting. From left to right: Miss Piggy (Dorothy Facer), Jack Gamble (USS *San Francisco*) and Kermit (Loretta Drum, Dorothy's granddaughter).

Vets' Population Shift . . .

(Continued from Page 26)

127 veterans for every 1,000 civilians in the general population in 1980. This veteran-to-civilian population ratio had been at 136 per 1,000 in 1970; the reduction being a reflection of the higher rate of growth in the civilian population than in the veteran population during the 1970s. The proportion of the general population of veterans varied markedly on a regional basis, although the disparity was much less pronounced in 1980 than it was in 1970.

Ten fastest-growing veteran population states, 1970-1980:

State	Veteran Population Increase (%)
Nevada	59.8%
Arizona	51.6
Alaska	44.7
Florida	42.0
Wyoming	38.3
Idaho	29.3
Colorado	28.5
New Mexico	24.8
New Hampshire	21.8
Oregon	21.2

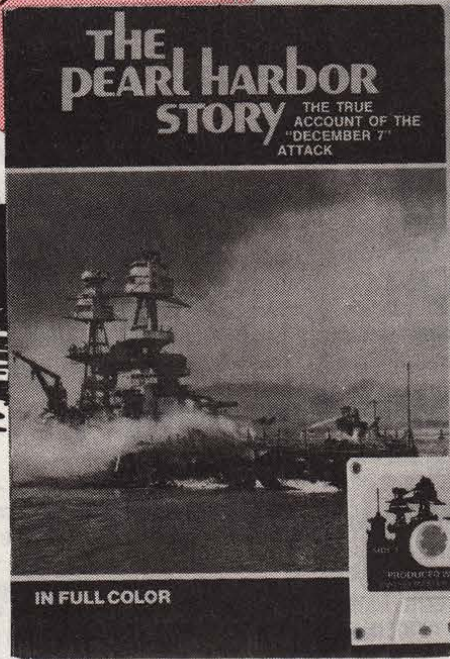
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Voice from the Grave Comforts the Living

By CONRADO AUGUSTIN
from the
Manila Guardian 1949

This is the Dead speaking. One of the innumerable Dead who lie in unmarked graves scattered through the length and breadth of this fair land — on the blood-soaked slopes of Bataan; in the jungle-fastness of the Sierras; in the rugged, thorny trails of the North; in the swampy, thick-foliaged heart of the far South.

This message is especially de-

icated to our living Comrades-in-Arms and in the Resistance.

You have done so much for the Cause and in the realization of our cherished Freedom, and yet so far you have received so little or practically nothing in return. It breaks our peace to see you neglected so. But it makes us still sadder when you bewail your misfortune.

Of course, in a practical sense, you have every right to ask for the reward that you justly deserve. It will help keep your

body and soul together during these difficult times. Even we, the Dead, expect a little token of appreciation from those who ought to remember.

But you know full well that we fought in the last war not for any material considerations. We would have resisted the Japanese invaders even without the Americans, just as our fathers fought the Americans despite their avowed good intentions.

Why then the disillusion-

ments? Remember that there is such a thing as Conscience. You have done your duty well. That is enough to make you happy and proud.

If you were able to survive the devastating barrages and bursting shells that blasted hundreds of us into oblivion; if you were able to escape the vindictive brutality of the Bushidos whose slashing swords fell on countless heads among us — there is really no reason why you cannot fight through and win against the spectre of despair that constantly haunts you — the disappointment over unfulfilled promises and the indifference of your fellowmen. Be thankful that you are alive with the chances of making good in the future while we rot and remain in our graves — unknown and forgotten.

You need not walk dejectedly along your lonely way with your head hanging low, like a beaten, miserable creature — always looking for something that cannot be found by wishful thinking.

Brace up, man. You can afford to lose a war for there is always a chance of fighting anew, but you must not take the risk of losing your self-respect and dignity. Think of yourself as a man, first, and last, and as a soldier always — fighting an uphill battle in your life and never saying die!

It is unfortunate that many of you lost your arms, your legs, your sights which make it difficult for you to shift for yourselves — so it is with our families who relied upon us as their sole support and protection. Now that we are gone, they are left out in the cold — helplessly struggling for their very existence.

Yet we, the Dead, brook no reproach to those who let us down — knowing that what man cannot give, God will provide, and God's Justice will triumph in the end.

Keep up the good old spirit. Do not fail us in our trust and faith in you. Good luck and farewell . . . ! The last time we were together, we did not have the chance to say goodbye — Death was too quick for that.

NO GREATER LOVE

We Believe. . . . That no greater love can be shown
Than when men and women
So live and die
That their friends may be free.

We Believe. . . . That these dead
Still live for us
And bid us think of life,
Not fear or death.

We Believe. . . . That they
And the flames that burn in their memory
Call us to nobler deeds
To help make gentle
The life of this world.

We Believe. . . . That the "Light of Freedom"
Is a precious gift to each other,
And that it must always be kept burning.

We Believe. . . . That the "Flame of Freedom"
Reflects the face of God
And points toward the sunlight of our destiny:
To love and serve all people.

Louis Savory

Survivors Trade 'Beer Tabs' For Dialysis Machine Time

"Grandpa, will you save your beer tabs for me? The kids at school are collecting them to help a boy who needs a kidney dialysis machine all the time."

Like most grandfathers, Mayo Fowler of California Chapter 11, likes to help in the special projects of his granddaughters, so he said, "Sure, honey."

Thinking he might be able to get some extra tabs, he asked a few PHSA friends to save them for him. Little did he know! Suddenly he was the custodian of several pounds of tabs.

This was serious. Was it for real? He contacted the boy's pastor and Scoutmaster to verify the program. He learned that it was a bona fide project. In a one-on-one agreement, the aluminum company had agreed to pay for one minute on a dialysis machine for each tab turned in. Also, to give the boy as nearly normal a life as possible, his parents wished him to remain anonymous.

The school kids had done their best, but the program was about to be closed for lack of participation. Since Mayo had a substantial donation and the possibility of more, it was agreed to hold the project open for a while longer with Mayo as the go-between.

Wherever Rae and Mayo went, they asked PHSA to collect. Thoughtful and concerned PHSA members passed the word — and collected. They told their families and other friends — and collected. And,

so it spread. We were all about to see PHSA-power in action.

Wherever Mayo went, the tabs were waiting. There were more than the "Fowler Prowler" could handle, so Karl Johnson, VSC-N, became his assistant in collecting and delivering bags and boxes to Mayo.

Tabs came in by mail; by UPS; they were brought to the door by people we didn't know; they were left anonymously on the doorstep; they came from VFW, American Legion, Elks, Eagles, 4-H Clubs, schools, military organizations, police departments, shops, bars, and hundreds of individuals. PHSA National officers, visiting California, carried home the word and the tabs kept coming.

Mayo began keeping records of where the donations came from — a formidable job. Many hours were spent in weighing and boxing the tabs. More than a dozen times, he drove the long trips to deliver pickup truck loads — literally truckloads of tabs.

Fourteen months later, it was time to call a halt.

Three thousand, six-hundred pounds of tabs, 1.8 tons, 3,061,229 minutes, or more than 48 years for "Our Boy"!

But it wasn't quite over. All the tabs received too late for the final delivery, were sold as aluminum scrap and the resulting money, approximately \$200.00, was donated by check to the California Kidney Fund.

Well done, Mayo. Congratulations, PHSA. You are great.

PUBLISHER AGREES:

Member Objects to Book Jacket Wording

McGraw-Hill Book Company
1221 Avenue of the Americas
New York, NY 10020

Dear Sir:

"At Dawn We Slept," the back cover of the jacket is disgraceful to all the Americans who lost their lives at Pearl Harbor on Dec. 7, 1941. The jacket should've had some balance with Admiral Kimmel and General Short's picture on it instead of the Japanese gloating at the *USS Arizona* in ruins . . . or else remove the picture of the *USS Arizona* and there would be no offense.

I was a 3rd Class Petty Officer aboard the battleship *USS Pennsylvania* (BB-38), Flagship, United States Fleet at Pearl Harbor on Dec. 7, 1941. Many of the events and Admirals (from Admiral Richardson to Admiral Kimmel) mentioned in the book, I had the opportunity of seeing them and also witnessing Admiral Kimmel relieving Admiral Richardson as Commander in Chief, United States Fleet on Feb. 1, 1941. Much of history took place in 1940-41 in the *Pennsylvania*. I served aboard the *Pennsylvania* from March 1940 to March 1943.

It seems many Americans have forgiven the Japanese (or don't give a damn) for their *dastardly* attack on Pearl Harbor. I feel no person has the right to forgive someone for an act not committed against them personally . . . although I do feel they have a right to say they understand under the circumstances, but not to say they forgive. I'm sure all those who survived Dec. 7 feel the same. On that day the Japanese had surely shown they were the yellow race.

I'm a Past President of the Pearl Harbor Survivors Association and retired from the U.S. Navy as a Chief Petty Officer in 1959.

I find the book the best book written or ever will be written about Pearl Harbor . . . although in my opinion it had a tendency to glorify the Japanese. It would've been nice if Mr. Prange (may his soul rest in peace) had asked men who were aboard the ships (and bases) that were bombed that day, what their feelings were as to the responsibility and blame for Pearl Harbor. That poll would've been that hard to take because in the Pearl Harbor Survivors Association we have over 9,000 members.

In closing, I suggest that you redesign the back of your jacket with some balance towards the United States in honor of those who are unable to defend themselves. Also, to those who read this book, it should be a reminder that America must always stand strong and vigilant if she is to assure peace and security.

Sincerely,

/s/C. JOHN POPP

* * * *

McGraw-Hill Book Company

Dear Mr. Popp:

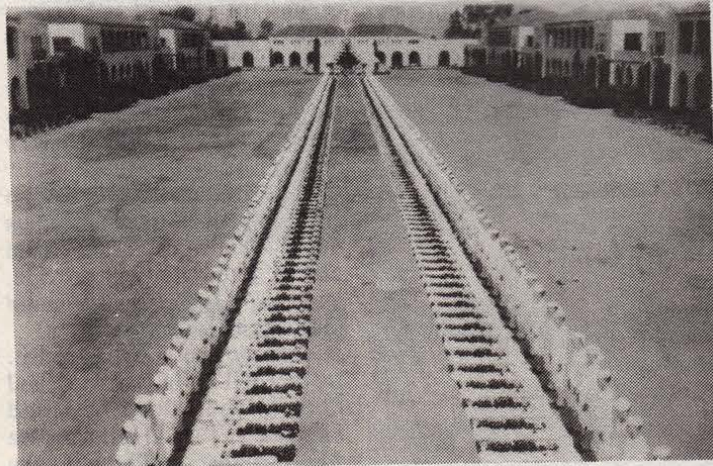
Your letter of April 7 has been referred to my attention since Gordon Prange's "At Dawn We Slept" is within my area of responsibility.

I very much appreciate your having written us. Your letter has made us all look again at the book jacket, and we agree that the back of the jacket does not reflect the balance that it should. On any future reprintings of the book we shall make a change on the jacket and we shall be contacting the publishing firm that will be issuing the book in paperback form about this matter. Thank you for bringing it to our attention.

We also appreciate your favorable comments about the book. We are proud to be the publisher of "At Dawn We Slept."

Sincerely,

/s/ROBERT L. BIEWEN



Bag Inspection — U.S. Naval Training Station, San Diego, CA (1941).

Memorial Service Planned

Members of Chapter 3 of Virginia, at the request of the State Chairman, are coordinating this year's Memorial Service on behalf of all Survivors in Virginia and the District of Columbia. It will take place at the U.S. Coast Guard Reserve Training Center in Yorktown, VA, commencing about noon on 7 December, 1983.

Indoor facilities are available in the event the weather is inclement. A preliminary conference was held on August 22 with the Commanding Officer, Captain John N. Faigle, USCG, and his public affairs officer, LCDR Gene Webb, who are both very enthusiastic about hosting the affair.

It is certain to be a very impressive Memorial Service with the station's saluting battery playing a part in it. There's a good chance that the *USCG Taney* will be moored at the station that day. *Taney* is the only ship on active duty that was in Honolulu on December 7, 1941.

In attendance at the conference were John W. Lynch (*USS Raleigh*), President of Chapter 3; Past State Chairmen James C. Martin (*USS West Virginia*), Hezekiah T. Hudgings (*USS Bagley*), Harry Hopkins (*USS St. Louis*); and Earl H. Selover (*USS Maryland* — Flag), Virginia/DC State Chairman.

Another meeting is scheduled for early October during which the details for the event will be finalized.

MINI NEWS ★ MINI NEWS ★ MINI NEWS ★

In this issue of the *Gram*, we will start the Mini-News up in the northeastern section of the country and see what our friends from the Granite State Chapter 1 are doing.

Bill Cleveland, State Chairman, reports that the chapter hosted the 8th District meeting at the Winding Brook Lodge in Keene, NH. Their general meeting was held on Saturday and the banquet that evening. Bill says they had a great turnout for this meeting and the banquet was a gala affair.

On Sunday morning (get-away day), they had a wonderful breakfast and said farewells to their many friends from Mass. Bay Patriots Chapter, who had a meeting of their own that same day.

Also, from the Pinetree Chapter of Maine, they held another one of their clambakes. It was a cruise of Casco Bay off Portland, Maine. They surprised everyone by having a lobster bake on this fun-filled trip. A great time was had by all.

* * * *

Heading over to the state of Michigan, we received a 12-page newsletter from them and will try to get most of it in the Mini-News.

Congratulations go out to G.I. Joe and Kanahoe Rosie for the time they put in to make the Motor City's Pic-a-Nic such a great success. The "Stew Bur-

ners" did their best, to smoke everyone out, and even had one of their group who tried to heat up some hot dog buns which was a great idea — except he left the plastic bag on them — which caused even more smoke and, yes, quite a mess. But each life must have some pitfalls.

The Wells from Florida dropped in to say hi and join in on the festivities and others from Wolverine Chapter 1 also attended.

This past September 24 and 25, the Valiant Air Force (Wing of the Confederate Air Force) put on quite a show at Latrobe Airport, PA. They once again put on their reenactment of Tora, Tora, Tora.

Motor City Chapter 2 also participated in Memorial Services at the Coast Guard Base.

The Wolverine picnic was held last July at Oxbow Park, Hardy Dam, north of Grand Rapids. Another fun time was had by all.

* * * *

Over in the Iowa Hawkeye Combine Chapter, they have participated in six parades so far this year. These were Halbur on June 18; Dedham on June 25; Gilmore City on July 2; Humboldt on July 4; Lakeview on July 16 and Ute. Along with those marching in the color guard, they also have the chapter truck with the painted murals of the *Arizona* Memorial on the sides.

During the month of September, they held their annual Pork-B-Q at Lawrence Frederickson's place, with many out-of-state PHSA members in attendance. * * * *

Way out in California and with Chapter 25 (Feather River), we receive news from their news editor, Louis Mathisen, that the chapter is quite active in many things and events.

Their picnic and BBQ was held at Lloyd (Cohasset Grizzly) Scott's place and was well attended. There were many visitors from chapters throughout California.

There were games, raffles and other events that kept everyone active and busy.

Due to the hot months of July and August, they have closed chapter meetings and events down, and will start things up again during the month of September.

A great many of these chapter members attended the *USS Pennsylvania* Reunion in August, at the Disneyland Hotel.

* * * *

Down in the Los Angeles, CA, area with National Chapter 1, we find the members joining with Chapter 14 of Orange County participating in the Fourth of July Parade at Huntington Beach. Once again, all the Survivors who march in this

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New Dist. 7 Director Pledges to Give Us His 'Best Effort'

Dear Survivor:

If we haven't met before, then the first part of my newsletter may serve, in some way, as an introduction.

My name is David P. Bedell. Army records show that I enlisted on July 26, 1940, and the discharge date is September 7, 1945. Assigned to the 443rd Signal Battalion and attached to the 7th Air Force based at Hickam Field. The 443rd campaigned in the Marshalls and Gilberts (Eniwetok and Kwajalein) Tarawa, the Marianas (Saipan and Tinian) and finally the Ryukus (Okinawa). I was discharged with the rank of Master Sergeant.

As a member of the Pearl Harbor Survivors since 1968, I believe that I have rendered a fairly good account of any of my actions and endeavors. It was my pleasure to augment the Keystone Chapter #2, only the second Chapter to be organized in Pennsylvania at that time. Since then, two more Chapters have been credited to Pennsylvania — the Central Penn Letterkenny Chapter #3 and the Presque Isle Chapter #4. The Keystone Chapter hosted the very

first Pennsylvania P.H.S.A. State Convention. Followed now by four successive gatherings.

Serving as Chapter President, Treasurer, Color Guard Captain, National Color Guard Chairman and Pennsylvania State Chairman (14 years) I accepted the nomination to the office of 7th District Director at the recent National Convention at San Antonio, Texas.

Attending my first National Executive Board Meeting in March at Memphis, Tennessee, I have learned a vast store of P.H.S.A. knowledge that I had never before realized. It is my sincere wish, and this I put in the way of a solemn promise: "I will do the very best I deem possible to return the faith and trust I have been accorded with." To those members who believed in me at San Antonio and to all members of the 7th District, my sincere thanks for giving me this opportunity to represent you. All I ask in return is a chance to do the job and fulfill the office that I was elected to.

Fraternally,

/s/David P. Bedell
7th District Director

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parade were well-received by those lining the parade route. It's a standing ovation.

Their spaghetti feed after the Torrance Armed Forces Day Parade was a great success and well attended. President Fred Dietrich says thank you one and all to the gals who worked so hard to put this event on and make it such a great success.

This past August, the chapter hosted a joint area picnic for Chapters 9, 12, 14, 27 and 29, along with Survivors from chapters in Southern California. It was a great day at Gull Park Naval Station (Terminal Island).

During the month of October, they are planning a trip to Bullhead City, NV. They still have seats available on the bus. This will be a 3-day party starting on the 21st. Please contact Ted

Nicolai of Garden Grove.

* * * *

We mentioned California Chapter 14 in the above article, so let's head down the coast to Orange County and see what these Survivors are up to.

During the month of July, they had another highly successful meeting with 75 members, wives and guests in attendance.

The green bucks just floated into their coffers from the white elephant sale that was conducted by none other than Harley Eppler. During the meeting, they introduced their latest gimmick — "I Love Pearl Harbor Survivors" bumper stickers.

They were well received and will soon be in the hands of other chapters. They are trying their best to "Keep America Alert" and the Survivors Association alive.

Their August meeting was different, in that they called it a

"Book Fair." It gives their members and guests a chance to swap excellent reading material, and another way to beat inflation. Their special guest for this meeting was Jim Campanis, who had been a catcher with the L.A. Dodgers and the Kansas City Royals.

Also, during the month of July, they hosted the July 4 Huntington Beach Parade, As mentioned, it was a big success and an annual event for this chapter.

The big event for Chapter 14 will be coming up this October 30. This is the ORCO annual Birthday/Installation Party, which will be held in the Tiffany Room at the Elks Lodge 888 in Long Beach, CA. The dinner will start at 1:00 p.m., so all can get home for the Goblins. For information on reservations, please call 213/425-9600. Come one, come all.

* * * *

Back up the California freeway to San Fernando Valley and Chapter 12. It was Gourmets' Night on the Continent for this wonderful group.

The Continental cuisine consisted of foods from Scandinavia, Finnish, Grecian, Dutch, Turkish, German, Italian, French, Brooklynesse, Spanish and whatever.

Needless to say, for those who attended this bash, they didn't go hungry. We hear through the grapevine that Bill took some of each dish.

If you are ever in that area on the first Saturday of each month, sashay on down to the VFW Post 10040 in Sun Valley and you will have the time of your life. These are fun people. Not much news from these Survivors, because we only received a flyer for a newsletter. Do better next time, Bob.

* * * *

Traveling back across country once again, we head down Florida way to see what kind of mischievous activity these Survivors have been up to.

Florida Gold Coast Chapter 4. Most of its members have been on vacation and are looking forward to a busy winter schedule. Their September meetings was held at the Boca Del Mar Coun-

try Club. Charlie Stephan secured the club for these Survivors, wives and guests, so they would have the place all to themselves during the luncheon. They had a nifty buffet brunch with all the trimmings.

From Robert "Mac" McClintock, we have received news that they had a visit from their Sixth District Director Clyde and his wife, Elsie Hudson, on the occasion of Florida Chapter 2's April meeting. This was hosted by Mac and Margie McClintock at their home. It was a country and western BBQ affair, which was attended by 102 Survivors and guests. The weather was stormy which made for some tight squeezes, but good for close encounters of the story-telling kind.

A reception was held for visiting National President Dale and Marilyn Speelman. This was during the month of July. After the reception, they all had a wonderful dinner at T. J. Murphy's, Alhambra Golf and Tennis Club.

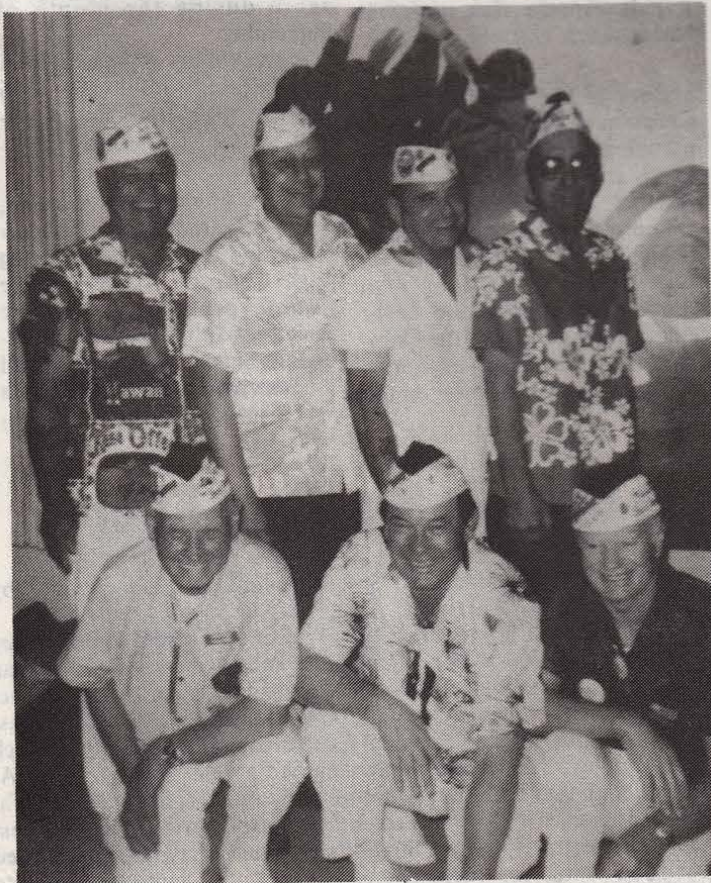
Two new chapters have been added to the Florida roster, bringing the total to 12.

Ridge Chapter 12 at Lake Wales with 10 charter members was presented with the Charter during the officers' installation by State Chairman Mac McClintock. This affair was held at the Lake Wales VFW Hall in May, 82. Membership has continued to grow. They held their first anniversary this past May.

The Space Shuttle Chapter 14 at Cape Canaveral with 20 charter members was organized earlier this year and presented the Charter and its officers installed this past July. It was an impressive ceremony which was held at the VFW Post 10131 in Cape Canaveral. Wayne E. Griffith Sr. says that membership has increased rapidly since the chapter was formed.

The Sixth District Convention is scheduled for September 5 through 9, 1984. The host for this convention will be Suncoast Chapter 1. Headquarters will be at the Adam's Mark Caribbean Gulf Resort in Clearwater Beach, FL. For reservations and information, please call 813/

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Seven Past Presidents of California Chapter 14. From left to right, back row: Harley Eppler (*USS Vestal*), John Popp (*USS Pennsylvania*), Dick Crawford (*USS West Virginia*), Howard Lacey (4th Div. BT. Marines). Front row, left to right: Fred Greene (*USS Dobbin*), Andy Antosik (*USS Tennessee*), and James Facer (*USS California*).

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443-5714 or 800/231-5858. Commence your plans now to attend.

* * * *

Heading up the eastern coast to Long Island Chapter 135, we find that they held their last meeting of the summer during the month of June. This was held at the Massapequa American Legion Post.

From the committee reports, Frank Mankowski and John Van Zyll De Jong made a report on their talk and presentation to the Babylon High School social studies class, on the Pearl Harbor attack.

Their chapter color guard participated in Memorial Day Services at Eisenhower Park. That same day they were present for services at the Pinelawn National Cemetery and then in the early evening hours, the color guard was on duty at Bayshore American Legion Post for the dedication of the Submarine Memorial. It was a full and long day for these Survivors.

After having the summer off, Chapter 135 members held their fall meeting in September at the Massapequa American Legion Post.

* * * *

Out in the "Mile-High Country," we find that 22 members and Auxiliary participated in the State Fair Parade, which was hosted by Pueblo, CO, Chapter 1. They called it a "mini-parade," but they had 271 entries marching in this event. Guest of the chapter for the day's events was Third District Director Frank Mack and his lovely wife. The Colorado PHSA members were the 216th entry in the line of the march and by the end of the parade, everyone was ready for lunch at Gus' Restaurant for food and a lot of the liquid stuff.

Also marching with this group were members of Colorado Mile-High Chapter 1 of Denver, and Mr. Kinnan with his Ford van pulling a model of the *USS Arizona* Memorial.

This past September, they joined in with other veteran groups for an all-day activity at Fort Lyons Veterans Hospital. All Patients' Activities Day is

the highlight of the summer events for patients at Fort Lyon.

Coming up in October, both Chapters will have a gathering at Colorado Springs for a social get-together of fun and frolic. This will be held at the VFW Post 4051 on Pike's Peak Ave.

* * * *

In the Arkansas mini-news, Hank Retzloff writes us that they celebrated their tenth anniversary during the month of July at the Riverside Hilton Motel in North Little Rock. They had three "white hats" present: Past National President George Slaven and his wife, Wanda; Past Fourth District Director Ben Dei Santi and his wife, Cecelia; and last, but not least, Fourth District Director Bill Eckels accompanied by his wife, Mickee.

There were 10 original charter members present out of the 27 who started the chapter. Past President Angele Belotti conducted a candlelighting ceremony to commemorate the deceased.

Chapter President Bill O. Good had State Chairman "Hank" Retzloff conduct the introduction of Survivors and guests present, with comments on their participation in PHSA. The president of the Ft. Smith Chapter, Rudy Leach, was there representing his chapter. During the evening, three PHSA wives "Cookbooks" were signed and given to the "White Caps" to remember the occasion.

On get away day, everyone met for brunch at the Hilton. A great time was had by all and they hope to see many of those present after another ten years for PHSA fellowship.

* * * *

Over in Illinois, Chapter 1 held their annual August picnic. This was at LeRoy Oaks Forest Preserve in St. Charles. It was bring-your-own type of affair with the chapter furnishing the charcoal and coffee. Another fun and frolic time was had by all.

In October, Chapter 1 will be holding their 19th Anniversary Dinner-Dance. This will be held at the Consolidated Mess Open at Great Lakes Training Center.

For more information, please contact William Keith, 312/223-6850. The chapter also has 40th Anniversary Decanters available.

From Fifth District Director Julius Finnern, comes a report of his district. Mrs. Viola Gross of Aurora has gratuitously agreed to serve as the Fifth District Surviving Spouse Committee Representative. Julius asks one and all to please send her an upgraded list of your chapter's surviving spouses and continue to keep her informed.

The Fifth District Convention will be held in Milwaukee from June 29 through July 1, 1984. Milwaukee is a great place in summertime, so make plans to attend. Things to see are: Milwaukee County Zoo, Mitchell Park Conservatory, Milwaukee Public Museum, The Grand Avenue Mall, Milwaukee Brewery Tours, Major League Baseball and the Greater Milwaukee Festivals, unequaled anywhere else in the world.

* * * *

Visiting next door with their neighbors from Indiana Chapter, we find that Indiana Chapter 1, held their August meeting at the Cambridge Inn in Indianapolis, IN. Also, this past June, it

was picnic time once again, with this event taking place at Enrie and Doris Bough's place in Terra Haute. Forty-two Survivors and their guests enjoyed an afternoon of good food, fellowship and hospitality. There were lots of hamburgers and hot dogs, with plenty to drink.

On Saturday, September 17, the Illinois State Convention was held at the Parkview Cafe, in Petersburg, IL.

A noteworthy news item in the Illinois newsletter: Did you know a PHSA plaque is in the museum at the Tomb of the Unknown Soldier. After three plaques were made, the last one was accepted — they have very specific rules as to wording on these plaques. These were made by John Walker, deceased member — the first one rejected was presented to Ft. Myers; the second one to the Punchbowl office in Honolulu. George Sanner, Maryland State Chairman at the time, was instrumental in having it placed in the Tomb.

* * * *

Another cross-country trip to California, this time visiting our friends and fellow survivors in Fresno Chapter 8. President

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Road to Honolulu from Pearl Harbor, 1941. Taken by William A. Rolfe.

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Ray Littrell reports that they had a bang-up time during the Fourth of July holiday period.

Let's back-track a bit and give you a rundown on their June meeting. This time they let all the gals of the chapter take a rest from those potluck dinners and treated them all to a day out at the Hacienda Hideaway Room, where they enjoyed a delicious BBQ'd chicken dinner with all the trimmings. Thirty-four members and guests attended this affair. Ray informs the *Gram* that this is the place where California will hold its 1984 State Convention.

Millie Miller of the Hacienda staff shared lunch with the members and explained to them what they were offering PHSAs during the convention, and then took them on a tour of the facility. It was such a successful afternoon that the chapter decided to hold other meetings and events there in the future.

It was back to potluck for a continuous party and lots of fun time. Events wound up at the

home of Ernest and Carolyne Wiebe of Exeter.

During the month of August, they held nomination of officers for the coming year. Installation of officers will be held in Palm-dale at the Elks Lodge, which will include Chapters 5, 8, 17, 18 and 19. Chapter 18 will be the host chapter for this affair.

* * * *

Heading up the state by Pony Express to Hangtown 30 Chapter of Pollock Pines we find this fun bunch still active in many functions within the PHSAs. Being the baby chapter of California, they are usually the butt of all pranks and jokes and have to be active to keep up with the rest of the state.

President Bob Sherman reports that ever since they received their Charter and became an official chapter in PHSAs, he has been busy, busy, busy. All within a 1-week period, they had a bus trip, a board meeting and a picnic. This was a little too much activity. He promises this will not happen again. He wishes to hand out hooplas to

those who gave of their time and hard work to make all of these events happen.

Special thanks to Audrey Davis, and Jeannene, who flew down the aisle of the bus. This is not easy while traveling Highway 88. Thanks to the Garcia's for the use of their place, plus all the food, their efforts and generosity.

Chapter 30 is getting in all those parades that other chapters are now active in. They have decided to make a banner 8' x 30", with their chapter logo on one end of the banner and the National logo on the other. It will be white lettering on blue naugahyde. Did Lake Isabella get you in the mood for this, fellows?

Their August meeting was held at Sly Park Picnic area just southeast of Pollock Pines. This is a full recreation area, boating, swimming, camp sites, and fishing, so a fun time was enjoyed by all on this outing.

* * * *

Let's all head down to the southern part of the state and

see what San Diego, Carnation Chapter 3 is doing.

Jim Bostick reports that members of their Memorial Committee visited with the Port Commission and discussed the Broadway Pier as a site for the proposed permanent Pearl Harbor Memorial. Jim will have more to report on this at a later date.

The chapter big event was this past September 18, when they held their 20th birthday party at the CPO Club, U.S. Naval Station, San Diego. The club was theirs for this special day; they were treated to the famous buffet and entertainment that the club serves for these special occasions. They really put on the feed bag. Each member who attended was asked to bring along an old or special photo, snapshot or clipping so that it could be added to their historical book. From the reports we have received, they have added many new items to this book.

* * * *

Down in the big state of Texas on Memorial Day, Alamo Chapter 2 was invited to present their colors and lay a wreath at the Fort Sam Houston National Cemetery.

In July, they held their meeting at "Fatsy's Restaurant," which is about one mile west of loop 410.

Bill Eckel, of Ruck, TX, is the new PHSAs Fourth District Director. Congratulations, Bill, from the *Gram*. This is all the Texas news we have received. Since Bill Harris passed away, news has been slow in coming in — or not at all!

* * * *

News from the Sixth District Director Clyde Judson: He and his wife, Elsie, visited as guests of Florida Chapter 2. This is the home grounds of Florida State Chairman Robert, and his lovely wife, Marge McClintock. The setting was for a bash out-of-this-world. The rains came, but did not dampen the spirit of more than 100 PHSAs members and their wives.

Up Atlanta, GA, way, on April 30 and with the Atlanta Chapter 1, Herb Bush and his group did a smashing job. Open-

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N.E. Florida Chapter 6 participates in Jacksonville's Annual Fourth of July Parade. Front: Fred Guest, Hal Sullivan, Alex Cobb, Ed Kmiec and Steve Bernhard. Back: Red Palmer, Ken Musselman and Phil O'Brien.

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ing the ceremonies was the Legion of Honor Unit of Yaarab Shrine Temple, in full dress uniform. The main entertainment was a group of gals who were proficient, to say the least, in the art of "clogging." It was super! During 1983, Clyde and his wife will attend other PHSA functions in Alabama, South Carolina, Tennessee and North Carolina.

* * * *

Third District Director Frank Mack reports that information and registration forms for the Third District Convention at Tucson, AZ, this coming December, have been sent out. And, since Arizona is such a nice place to be in in the winter, we hope to see you and have a great turnout. Get those reservations in as soon as possible. December is just a short

three months away.

National President Dale Speelman and his wife, Marilyn, as well as National Secretary Hall Pickard and his wife, Elsie, and, last but not least, *Gram* Editor and his wife, Maryanne, plan to attend this convention.

In reference to a National Charter for PHSA, Bills HR 2022 and S 131 are no longer valid. Dr. Howard Killough, Kansas State Chairman has forwarded information necessary to place a new bill before the Congress. At this moment we await word from Dr. Killough as to the status of this action.

The Colorado State Legislature has accepted PHSA Memorial to be placed on the lawn of the State Capitol in Denver and will be dedicated this fall. The details for the ceremony are being worked on and it will be a day to remember.

The Utah Chapter has changed their format on meetings. Due to the poor turnouts

for meetings, they have decided to change the meeting times to the morning hours and have a breakfast instead of dinner. For their August get-together, it will be held at Muller Park in Bountiful, with ham or bacon and eggs on the menu. For some it can even be hotcakes along with juice and coffee. All this for just \$2.00 per couple. Can't beat those prices.

The Utah Chapter has 40th anniversary decanters available, please contact Lawrence Smethurst.

Staying in the Third District area, we'll make a report on Howard E. Brannon Chapter of Phoenix, AZ. Their August meeting was held at the mountain home of Margaret Stanley. Margaret furnished the main dish and she also accommodated 12 Survivors and their wives for the night. All they had to do was bring their sleeping bags.

* * * *

Back in California once again and heading for the San Gabriel Valley. J. Van Valkenburgh sends us news through the Gabriel's Horn that during the month of July they had their meeting at the VFW Post 2018 in Pomona, CA. The main emphasis of this meeting was to start plans for the December 7, 1983 Memorial Service in the Los Angeles area. They have contacted the U.S. Coast Guard and will have the services at Long Beach. A committee was selected to set up plans for the services and will be discussed further at a luncheon meeting planned for August.

Their August meeting was a Luau potluck dinner, which was well attended. During the months of March, April, May and June, the chapter had many outside activities. When they returned to their meeting place — The VFW Post — they found that the "Military Order of

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FORT KAMEHAMEHA MOTOR SCHOOL — 1941

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Cooties" had taken their place on the calendar dates. Now they will have to move their meeting dates to some other time or place.

As of this date, we have not heard from Chapter 9, but will keep our fingers crossed and hope they come up with something that is beneficial to everyone. Put the Cabin Boy to work on this.

* * * *

Jumping up to the Bay Area of California, we will stop in and pay a visit to Mare Island Chapter 11. Mayo C. Fowler, historian on Chapter 11, has ended his pull-tab program after 14 months of Survivor participation. "Pull" together was a wonderful feat. You pulled a total of 3,061,229 tabs which amounts to just over 3600 pounds, or more than 48 years (if necessary), credited to a dialysis machine for the young man who is in need of its use.

Mayo wishes to thank all of PHSA across the country for your help in this program, but a special thanks to Karl Johnson, Vice State Chairman North, of California, and Tom Bates, of Chapter 23, who put on a 2-week surge to collect more than 1,200,000 tabs which put this project over its goal. To all,

once again, many, many thanks.

During the months of August and September, Chapter 11 held their meetings at the "O" Club on Mare Island. They also were bumped out of their usual meeting place due to heavy commitments by the CPO Club; but they should be back in stride once again in October and back to "ye olde" stand. During the rest of the year they will be varying their social activities from place to place. Watch your newsletter for these changes.

* * * *

We are on the move once again and across country and back in Rochester, NY, area with Chapter 5. Their July meeting was held at the home of Stan and Alfreda Kamienski, in Webster, with President Bert Falardeau presiding. During the meeting, Bert passed out colored prints of the PHSA group taken aboard the Coast Guard vessell during the December 7 Memorial Service on Lake Ontario.

The meeting was preceded by a golf tournament and picnic for members, spouses and friends. Ten men and six ladies participated in the match. The non-players were enjoying the fine weather while setting up the food and refreshments for the picnic. A sumptuous supper,

consisting of dishes brought by those attending, was enjoyed by all.

Their August meeting was held at the home of Preston and Kay Kindred, in Seneca Lake, NY.

* * * *

Down in Atlanta GA, Chapter, they met at the Ramada Inn during the month of April. The beauty of the lovely flower arrangements in the Charter Room added much to the enjoyment of the 46 present for the meeting.

Former members of the Air Force placed the colors and they received warm words of welcome from Chapter President Herb Bush. Food and fellowship were enjoyed by all in attendance. They were honored by having Clyde Hudson, Sixth District Director, as their guest speaker. During the meeting, they were entertained by a female group giving an exhibition of clogging.

* * * *

From the Safe Harbor newsletter, covering the Virginia and D.C. Chapters, Earl Selover reports Chapter 1, National Capital, headquartered in Northern Virginia. President Robert Reagle and his group had four principal events taking place each year, all of which are open to members and families outside the region. First is the Annual Pearl Harbor Memorial Service, conducted by the Fleet Reserve Association, Branch 182, which takes place at the evening of December 7, at the Chapel of the Naval Security Station, in Washington, D.C.

This coming November, they will participate in the Veterans Day ceremonies that take place at the amphitheater of the Arlington National Cemetery.

This past August, it was picnic time at Turner Moore's estate on the banks of the Potomac. And, last but not least, is their slightly more formal get-together-meeting locally at officers clubs.

There are now 279 PHSA members in the four chapters in the state of Virginia. A search is being made for the documents which define the geographical boundaries of the chapters.

Chapter 2 of the "Tidewater" headquartered in the Norfolk-Virginia Beach area, President John Korba and his troops will host the 1984 Seventh District Convention. The convention will be held during the month of May at the Quality Inn, Lake Wright, Norfolk, VA. This is a fine facility, offering golf and dinner theater.

This past August, Chapter 2 held their picnic at the Isaac Newton area on the Naval Amphibious Base, Virginia Beach.

Their September, October and November meetings will be held at the Helm Club on the Base.

Chapter 3 of "Newport News-Hampton," headquartered as indicated: President John Lynch and members of his chapter along with Chapter 2, are working together on a remembrance of December 7, to be held at the Naval Weapons Station. They have received the go-ahead with plans of working with the personnel on base of their plans. They expect to have a very impressive ceremony and are looking for a large turnout for this event.

Chapter 4, "Central Piedmont," headquartered in Richmond: This chapter continues efforts to shake off the period of dormancy by finding old members and signing up new members. President William Rolfe and his members enjoyed attending the state convention at Old Point Comfort. The Board of Chapter 4 selected this past September, at the Peaks of Otter Lodge, near Bedford, as the time and place to meet with western area members or members from the entire state.

* * * *

We will head out west again and this time stop off in Oregon and the Willamette Valley Chapter. Back in July, the chapter met at Corvallis Elks Lodge. It was a dinner-meeting affair

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Installation ceremonies at the new Pearl Harbor "American Legion Post 1941." Ceremonies took place at Port Jefferson, Long Island, NY, with Long Island Chapter PHSA 135 presenting a framed picture of the Arizona Memorial. From left to right: Commander Frank F. Belsito, Chapter 135 President; Jim Riffle and Frank Mankowski.

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with the menu as follows: BBQ ribs, chicken Cordon Bleu and prime rib, with all the trimmings. Twenty-four members were present when the meeting was called to order by President Harry Scott. Guests were welcomed and Ivan Grimes of the 65th Combat Engineers, Schofield Barracks, gave an interesting account of his awareness of the December 7, 1941, attack on Pearl Harbor.

August, 1984, is convention time in Eugene, along with golf and many other activities.

Back in May, chapter members along with Ray Barnes and Chuck Zimmerman attended Memorial Day Ceremonies at the Willamette Cemetery in Milersburg. Also, members participated in ceremonies for those lost at sea. Approximately 400 wreaths were taken to sea on chartered and private boats and were set adrift in open waters.

Back in California once again, and the Pine Grove area in the northern section of the state, we find Chapter 26 and many other chapters throughout the state attending their annual birthday party at Pine Acres. This all took place this past September. It was a 3-day affair, with swimming, boating, golfing and just having a darn good time with fellow Survivors and their families.

On Friday night, it was a tailgate party, which lasted into the wee hours of Saturday. Most stayed up all night so they could make breakfast on Saturday morning. Saturday noon was buffet time with an open bar, and then, in the evening, the banquet. The menu consisted of roast turkey, ham with all the trimmings.

On Sunday morning, it was breakfast, before getaway time, and, of course, an open bar with lots of Bloody Marys. This is one of the big events of the year

in California, with many chapters taking part in the fun and frolic.

* * * *

Heading down to the High Desert area of California, we will visit two more chapters, then head out over the Blue Pacific to Hawaii and our many friends in the Islands.

This active bunch of Survivors are still in the traveling mood, visiting many chapters in the southern part of the state. President Roy Clark and his troops in the Victorville area seem to always be on the go. Roy took his big trip to England this past June, leaving the troops to take care of themselves.

He left Bert Tuck in charge and to oversee the meetings which are held at the George Air Force Base Officers Club. There were 38 members and wives plus 12 guests in attendance for the June meeting. Carnations were passed out to the ladies.

Also present for the meeting was District Director Rich Chiolino of the Sons and Daughters Association. He gave an informal talk to the members about the group.

At their August meeting, the guest speaker was B. Davis, Chief of Police from Barstow. Coming up at their September meeting, will be the "White Elephant Sale" with Millie Tuck being the auctioneer.

* * * *

Just a few miles over from Chapter 29 in the High Desert area, we find Chapter 18 of the Antelope Valley, celebrating their ninth anniversary during the month of June at the Antelope Valley Inn in Lancaster. Reports from President Bob Little were that they had 67 survivors and their wives present. These included members from Chapters 1, 2, 9, 12, 17, 21, 27 and 29. Special guest was Past National President Bill Auper-

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HOUR OF DREADNOUGHTS

This book, authored by Survivor **Edward J. Colina**, is like no other book to ever come out of the Pacific War.

The story covers the period from April, 1941, through the entire war to the Wimpering End and includes over 400 names of ships and submarines participating in various battles.

Also, the political intrigue in Washington, D.C. played an important part prior to the disastrous **Attack at Pearl Harbor** and the recriminations that followed.

THIS IS A "MUST READ" STORY
FOR ALL EX-MILITARY MEN OF THAT ERA!

You can order your copy of this newly-published book from **De Velle Publishing, Inc.**, by filling in the following order blank:

Please send my copy of **HOUR OF DREADNOUGHTS** immediately. Enclosed is my check or money order for **\$19.95**, payable to **Del Velle Publishing, Inc., P.O. Box 11413, Cincinnati, OH 45211**. Postage prepaid for Ohio residents. Please add **\$1.10** sales tax. For credit card purchase — VISA, MasterCard.

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lee and his lovely wife, Jeanne.

The following morning, most of the above Survivors participated in Flag Day ceremonies at the Palmdale Elks Lodge.

The ladies of Chapter 18, along with the VFW Auxiliary of Palmdale, put on a breakfast the first Sunday of each month at the IAM Machinist Hall in Palmdale.

In August, they held their first nomination for officers for the upcoming year. Chapter 18 will be the host chapter for installation of officers from the following chapters: 5, 8, 17, 18 and 19. This will take place in October at the Palmdale Elks Lodge. The theme for the evening will be Hawaiian.

* * * *

Last, but not least, in the state of California, is Chapter 24 down in Escondido. The Palomar Mountain Chapter is another of the many active PHSA groups within the state, and take pride in doing their bit for the association.

This past July, it was picnic time for the members at the Poppy Area of Lake Dixon. Vice President Tom Roberts and his committee made all the arrangements for this gala event. All the refreshments were on the chapter and from all reports it was a smashing success. A late report says the chapter furnished everything in the way of food and drink for the picnic.

Also, during the month of July, Marge Freeman, along with other widows in the chapter, met for lunch at Mr. Steak in Escondido. This was a well-

received informal get-together.

Maximilian Pinco of Chapter 24 sends in the following article for the mini-news:

This past May, he and his wife motored across this vast country of ours on a 2-month trip, during which time, he transported his audio-visual equipment along with a tray of slides, on Pearl Harbor — Past and Present. The *USS Arizona* Memorial and the 40th reunion in Honolulu, HI.

He has shown this program to his chapter and schools in the area. While on the trip, he showed his program to a school in New Jersey. There were over 100 students present in the school gymnasium from ages 10 and up, along with the principal and his staff.

Max's program lasts approximately one hour. His program took place around the Memorial Day weekend and along with the two events, it left quite an impression on the youngsters and faculty.

The fact that he had traveled over 3,000 miles and made this presentation at that time and place left these children with a great deal of thought. They are our future generation, and should always "Remember Pearl Harbor and Keep America Alert."

After the presentation, it was a question-and-answer period, with Max spending another hour or so trying to answer all these young folks' questions. It is programs such as these that will help keep America in the forefront of things.

Up in Lake Mendocino and Sonoma counties of California, we will stop in for a few minutes and visit with Luther Burbank Chapter 23. As their motto goes, they are in the land of wine, roses and lakes.

During the month of July, as for all chapters throughout PHSA, it was picnic time at Spring Lake Park. The weather was beautiful, the food great, and the company delightful, with 75 members, wives and guests in attendance. A short meeting was held with the chapter selecting a nomination committee to pick a new slate of officers for the coming year.

A special day for a special person within the ranks of Chapter 23 is the "Godfather," Hal North, who was honored on the occasion of his "80th" birthday. He was given a special certificate of appreciation which also notified Hal that he will be the recipient of a PHSA 25th Anniversary Commemorative Book.

President Dwight Kenady appointed an *ad hoc* committee to explore possible civic, patriotic and philanthropic activities in which the chapter might engage, other than by giving financial support to other chapters.

During the month of September, it was a 3-day trip to Lake County Safari with everyone having one heck of a time.

* * * *

On to the Hawaiian Islands and our friends in Aloha Chapter 1. July was a busy month for these Survivors and their wives,

with the Fourth of July (Independence Day) ceremonies and their meeting at the Flamingo Chuckwagon on Kapiolani Boulevard. There were many guests present at the meeting from the mainland — too numerous to mention in the mini-news.

Margarite Murray keeps the Pupukahi Newsletter going and coming our way. Its gals like her who help make the Pearl Harbor Survivors Association.

During the month of August, the Calendar of Events read as follows: PHSA business meeting and Admission Day. The meeting was held once again at the Flamingo Chuckwagon. They must have good food there!

The chapter has been asked to participate in the Veterans Day Parade in Honolulu, which will be discussed during their September meeting.

Congratulations go out to chapter members Fred Garbuschewski, Joe Ritson and Bill Speer, who were presented awards by Jean Ariyoshi in the Seventh Annual First Lady's Outstanding Awards. They were recognized for their donation of time at the *Arizona* Memorial Museum, telling of their experiences on December 7, 1941.

* * * *

That's it for this time around, gang. Just a reminder to all that the deadline for the January 1984 issue of the *Gram* is December 1, 1983. Thanks for all the help and those newsletters. — EDITOR

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