

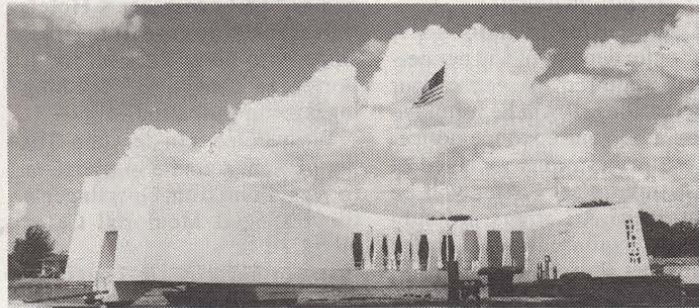


Pearl Harbor - Gram



Official Publication Of
The
Pearl Harbor Survivors
Association, Inc.

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



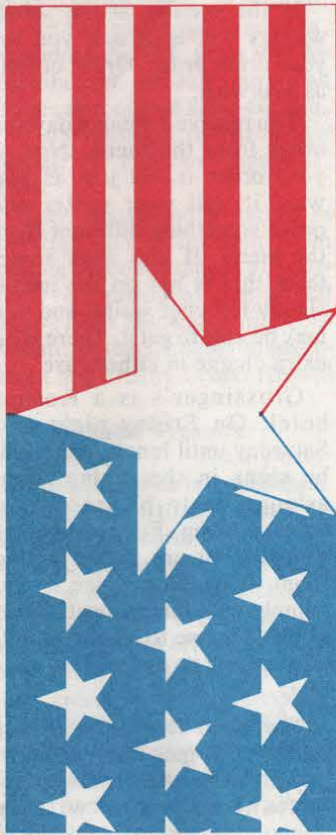
OUR MOTTO: Remember Pearl Harbor—Keep America Alert

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-Ninth Issue

July, 1984



Pearl Harbor Survivors Association National Convention—12/5-9, 1984

Grossinger's, New York—John Kurzma, National Convention Chairman

Scenic Grossinger's Resort Hotel is the sight of the Pearl Harbor Survivors Association's 1984 Convention. Located on 800 acres in beautiful New York state, Grossinger's features something for everyone. For those who love sports, there are four indoor tennis courts, an indoor pool, health club, hot tub, dancing, skiing, snowmobiling, tobogganing, ice skating, indoor miniature golf, shuffleboard and the list goes on and on!

Quieter, more restful activities also abound in this fabulous resort complex — from a soothing sauna to leisurely shopping in Grossinger's shopping arcade, to sipping a delicious cocktail in the Pink Elephant Lounge, to many daily activities

organized by Grossinger's friendly staff.

They have planned a special "Hawaiian Evening," so bring along your Hawaiian outfit! Every day and evening, Grossinger's has planned a different show for your entertainment. All entertainment charges are included in the hotel rates. Saturday evening brings a special treat — our banquet, starting with a cocktail hour featuring hot and cold hors d'oeuvres!

The convention dates are from Wednesday, December 5th, to Sunday, December 9th. Your convention package will be in the mail to you by the 15th of June. If you have not received it by the middle of July, please contact John Kuzma, National Convention chairman, 8 West End Ave., Binghamton, NY 13905, or phone 607/729-2122. Be patient because these packages are being mailed from the west coast through our GRAM mailing house. This is being done because our National Bulk Mailing permit is located there.

Read your package thoroughly and fill out all registration/reservation forms completely to prevent any delay in processing your forms. When mailing in your registration and reservations forms, please send a check

or money order made out to PHSA Inc., not cash. We recommend registering for the 1984 convention early. All pre-registration should be completed by November 10, 1984, through William Rush, 118 Linn St., Ithaca, NY 14850, or phone 607/273-0514. The pre-registration fee is \$20 per person.

Air and ground transportation arrangements can be made through Classic Tours, which is the official travel agency for the 1984 convention. Classic tours is located in Braintree, Mass., and will provide air and/or ground transportation arrangements upon request. Sample air fares will be listed in your convention package, and Classic Tours has negotiated special fares with United Airlines on behalf of PHSA. Toll-free numbers are available for your use, and we are sure that you will find their staff to be most helpful.

Hotel arrangements must be made directly with Grossinger's in New York. Room rates and a reservation form are included in your Convention Package. Three meals daily (the full American Plan) are included in

Welcome to Grossinger's

Dear Survivors and Spouses:
I want to welcome you all to Grossinger's Hotel from December 4 to 9. I would like to explain the Grossinger's operation to all of you.

Where is Grossinger's? Grossinger's is in Liberty, New York. They have their own Post Office and on the registration form it states to send the form to Grossinger, New York. Do so. . .but to get there, look for

Liberty, New York, on the map on Route 17. Grossinger's is located between exit 100 and 101 off Route 17. Please read over the brochure carefully as everything is explained in detail.

Whatever room you choose, you receive exactly the same meals and everything else outlined in the brochure. The reason gratuities are added in is

(Continued on Page 2)

(Continued on Page 2)

National Convention . . . (Continued from Page 1)

the rates given. If you are driving to the convention, free parking is provided for all registered hotel guests; however, a gratuity is customary for the car-hop when you request your vehicle.

Important Information: Check-in time — 4 p.m. Check-out time — 2 p.m. Rooms held until 6 p.m. All rates quoted in your convention package are per person for main complex accommodations with private bath and TV, and include the Full American Plan (3 meals daily-choice of menu). Sorry, pets are not permitted, but kennels are available.

One-night stays prior to Wednesday the 5th will be charged the convention rates plus \$10 per person. After Wednesday, for one-night stays at Grossinger's, any individual will be charged the hotel rates plus \$10 per person. Remember, the official convention starting date is Wednesday, December 5, 1984. Convention registration opens then.

Gratuities are included in the

rates for dining room personnel, chambermaids, nightclub managers and related costs. Bellmen, carhops and room service waiters are not included.

Deposits/Cancellations — A minimum deposit of \$50 per person is required to secure your reservations. It will be refunded upon a 72-hour advance notice. Those reservations received at least three weeks prior will be confirmed. All others are subject to availability. So, once again, get those reservations in early. Make deposit check payable to: Grossinger's, Grossinger, NY 12734. Phone number 914/292-5000. Outside of New York state, call toll-free — 800/431-6300. A 7% New York state tax will be added to your room and board rate.

Ground services available from Classic Tours — complete travel services, \$30 per person. Includes: meeting and greeting of each flight by Classic Tours representative, portage charge for handling luggage on the inbound, transfer with lug-

gage from New York airport to Grossinger's via deluxe motor-coach, approximately a 3½-hour ride, bellmen gratuities in and out of Grossinger's Hotel, transfer with luggage from Grossinger's to New York airports, portage charge for handling luggage on outbound.

West Point transfers are \$10 per person, round-trip transfers to West Point from Grossinger's for a special Memorial Ceremony.

Important: Classic Tours has arranged special fares for those traveling to the PHSA convention via United Airlines. Fares from other cities not mentioned in your convention package, can be obtained by calling Classic Tours direct. Additional restrictions may apply for those cities not served by United Airlines.

Check your convention package thoroughly for prices and forms and please get those reservations in early.

John Kuzma
National Convention Chairman

Welcome . . .

(Continued from Page 1)

so that you can sit wherever you wish in the dining room. This will allow you to pick your own table and to sit with whomever you wish.

Be sure to bring walking shoes with you as after each meal you will need to walk in order to be able to consume the next meal.

All meeting rooms, meals and entertainment are under one roof so you never need to leave the building unless you choose. You will probably want a light coat but we shouldn't have snow unless we get a year like we just had.

In the evening at the show, waiters will approach you for your drink order. Order or not, as you wish.

You receive 3 meals a day and order from the menu. Now if your order is not just as you want it, tell your waiter and order something different from the menu. If you want something that is not on the menu, simply tell your waiter and you may be able to get it. There is no extra charge in either case.

Grossinger's is a Kosher hotel. On Friday night and Saturday until lunch, there will be signs in the dining room asking you to please refrain from smoking. For the hour or so that you are in the dining room, it would be nice if you comply with this request. But if you do choose to smoke, it will be okay and no one will say anything.

There will be a Catholic mass on Saturday morning and Saturday night on the premises. Protestant services will be announced later after I speak to our Chaplain. There will be Jewish services Friday night and Saturday morning. Churches of all denominations are nearby for Sunday services and a van is available to take you to them.

We are planning to have a joint memorial service if time permits.

The Saturday night banquet will consist of a prime rib dinner.

See you at Grossinger's!

Mannie Siegle
8th District Director

Unforgettable Performance by International Organist

Manasota Chapter #11, Florida PHSA hosted a benefit performance Feb. 4, 1984 at Bayshore On The Lakes Condominium in Bradenton given by the internationally known organist Maria Steed and her manager husband, Dr. John Steed.

Maria, who has been invited to play at the White House by President Reagan and has given hundreds of benefits, is a very talented lady who is close to the hearts of Manasota chapter members. A check was presented to PHSA's VAVS representative Harold "Sarge" Cook for over \$400 dollars as a result of the performance. The monies will be used to help sustain the coffee service and monthly parties given in the hospital ward by "Sarge" and his wife, Lou Cook, with helpers from PHSA.

Maria who is an unusually kind and sensitive artist, later volunteered to bring her organ into the hospital ward containing veterans who suffer dis-



Left to right — Vernon Morton, Maria Steed, John Steed and Sarge Cook.

figurements and a ward which is avoided by other performers. Maria even gave kisses to all who came up to see her after the performance.

Admiral Edward Beck, a Manasota chapter member, says she stands out head and shoulders above other organists in her dedication to her music

and people. He and the rest of the chapter salute Maria and her husband, John, who reach out and touch others in their benefit performances. Maria, who was an orphan at five in Italy, cannot remember Pearl Harbor, but she gave of her talents and feelings so that we and others will never forget.

CANDIDATES FOR ELECTION

President

Thomas J. Stockett (Tom) of Woburn, Massachusetts, life member of PHSA announces his candidacy for the office of national president at the National Convention in Grossinger's, New York.

Tom has served the organization as chapter historian, chapter trustee, Massachusetts state chairman, Eighth District director (3 terms). Tom continues to serve his chapter as parliamentarian.

During his term as vice president, 1982-1984, Tom has travelled to California, Pennsylvania, Virginia, Wisconsin, Washington D.C., Vermont, Connecticut and Georgia, attending district, state and local functions and carrying out all duties as required and assigned.

Tom enlisted in the Navy March 15, 1937, to August 31, 1976.

Tom developed a career in civilian life extending from maintenance mechanic to assistant vice president. He is still active in his field as a senior consultant in the facilities management and energy fields. He will



THOMAS J. STOCKETT

continue to work after his August 1 retirement date. However, he has the time to serve the office of national president with the full attention the office demands and requires.

Should Pearl Harbor survivors honor Tom through his election to the high office, he will serve the association with the loyalty, dedication and enthusiasm befitting the office.



WALLACE J. KAMPNEY

another full tour of duty with the Continental Telephone System, Northeast Division, as an accountant and government communication coordinator. He is now fully retired and has the time and energy to continue as our National Treasurer.

Wally wishes to thank all of PHSA for their patience and helpfulness these past two years and will continue to serve you to the best of his ability.

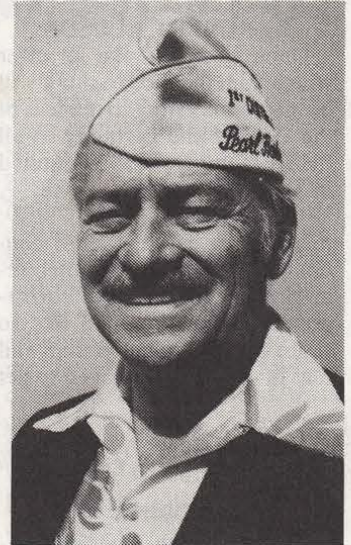
Vice-President

Edward J. Flaherty, currently 1st District Director, announces his candidacy for the office of National Vice President.

Ed, a life member, joined the PHSA in 1966 and was a member of California Chapter #1. He was instrumental in forming California Chapter #12. He is a charter member and was the first president of that chapter, serving two terms. While he was president, Chapter #12 bid for and won the honor of hosting the California State Convention. He has also held the offices of trustee and secretary of Chapter #12.

After completing a term as California State Chairman, he was elected 1st District Director. During his term in this office he has successfully worked with the Executive Board and feels that he can continue to work constructively for the membership.

Ed enlisted in the Navy in Massachusetts, in 1940, and was serving aboard the *USS Honolulu* on December 7, 1941. After six years in the Navy, he was discharged in Boston, Mass., and after twenty-two months as a civilian, he enlisted in the Army in 1948 and retired from



EDWARD J. FLAHERTY

the service in 1962. While in the Army, he successfully completed the college level GED course.

On January 8, 1982, he retired from Capitol Records in Hollywood, where he had been employed as a sound recording engineer. Having retired, Ed has the opportunity to travel and fulfill the duties of National Vice President.

Ed and his wife, Marilyn, reside at 15835 Napa St., Sepulveda, Calif.

(More Candidates on Page 4)

Constitution, By-Laws and Resolutions
All changes to the Constitution, By-Laws and Resolutions must be sent to the following by August 1, 1984.

Gerald A. Glaubitz, 4507 Maple Rd., Morningside, Maryland 20746.

PEARL HARBOR GRAM

Published Quarterly by
PEARL HARBOR SURVIVORS ASSOCIATION, INC.

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

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

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

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

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

Editor, Pearl Harbor GRAM: Ken Creese, P.O. Box 4665, Lancaster, CA 93539. Telephone 805/948-1851.

FIRST PRISONER OF WAR

By **ROBERT HUDSON**

Once again I make an offer which I am inclined to think will be most interesting to readers of the *GRAM* and certainly to all PHSA members who continued in the war after December 7, 1941.

In the research work I continue doing, I had a rather remarkable experience of correspondence that I would like to share with our membership, and that is — I have managed to get

in touch with none other than Kazuo Sakamaki, the "First Prisoner of War," and "Captain of a Midget Submarine!"

Before I go any further, let me assure the *GRAM* and our members that in no way is Kazuo Sakmaki interested in writing or answering any letters. I could offer his current address in Japan as he has now returned to his home in retirement, having spent 14 years in Brazil after the war. But I know Kazuo's feel-

ings and, therefore, do not wish to have our members write to him. That is Kazuo's wish!

What I submit is very intriguing and absolutely fascinating to read:

- A. Something from his letter to me —;
- B. A copy of a letter Kazuo wrote to the communications officer of the *USS Ward*;
- C. Something of the efforts of another member from Wisconsin, Loren Bailey, who he took photos with of the Prison Camp in Wisconsin and mailed those photos to Sakamaki;
- D. And, lastly, a bit about Midget Submarines involved in the battle with our forces in the harbor of Sydney, Australia!

I have also corresponded with Charles L. Jackson, who wrote the book which is advertised in the *GRAM*: *On to Pearl Harbor and Beyond*.

I wanted to hear directly from Kazuo himself about his attitude and values of "Discipline," its important and vital need for anyone who wishes to succeed. I felt that Kazuo was the epitome of discipline himself, as he tried to carry out an enormously desperate mission for Japan. I also wanted to discuss this with

him because I am continually amplifying to the younger people in my lectures about discipline.

Kazuo responded by agreeing with me totally, that young people must accept the fact that discipline in their lives is necessary if they are ever to become achievers or, as he expressed it: "What happiness later in Life."

Kazuo told me that he is still held in disgrace by the majority of Japanese people for having become a prisoner of war! He stated in his letter that the older Japanese people think it was shameful that he served as a prisoner of war.

Charles Jackson tells the story of Sakamaki very well, and I would encourage anyone interested in the activities of Midget Subs or anything about Kazuo Sakamaki to read Jackson's book, *On to Pearl Harbor*.

The book written by Sakamaki himself: *I attacked Pearl Harbor*, is now only to be found in second hand bookstores as the publisher went out of business.

To try and motivate Kazuo to continue with his correspondence is to no avail. Loren Bailey from Wisconsin went to Camp McCoy and took photos of all the places where Sakamaki was

(Continued on Page 5)

Candidates . . . (Continued from page 4)

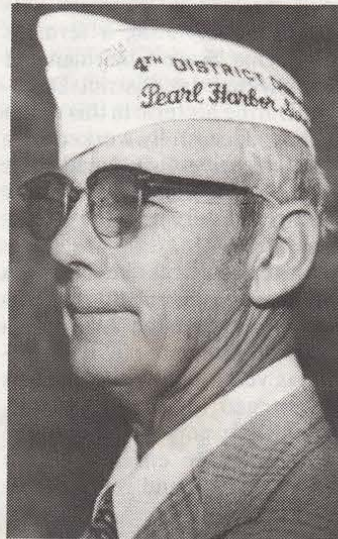
4th District

At our Fourth District Convention, to be held in Shreveport, LA, on October 13, 1984, William (Bill) Eckel is seeking the votes of the members for another two-year term as district director.

During his first term of office, Bill and his wife, Mickie, have traveled to all four of his states for chapter meetings (when possible) and has attended three state conventions.

Presently he is working diligently to put together the district's first convention.

Bill is semi-retired and lives in Rusk, Texas. He is a PHSA life member and is active in the East Texas Chapter #8.



WILLIAM ECKEL

He was the first elected state chairman in New Mexico and worked long and hard in locating Pearl Harbor survivors in New Mexico in attempting to organize other chapters in the state. He assisted in the organization and chartering of New Mexico Chapter No. 2 in Las Cruces, New Mexico. He has devoted much time in representing Pearl Harbor survivors at many Veterans' and patriotic activities, helped organize state and Third District conventions and meetings and attended many district and national conventions and reunions.

He is a survivor of VP-22 and Ford Island.

His candidacy is supported by the current Third District director and a number of past district directors, and he solicits the support of all members in the Third District.



A. LEO SMITH
3rd District

A. Leo Smith, past state chairman of New Mexico and Charter life member of New Mexico Chapter #1 in Albuquerque, wishes to announce his candidacy for the office of Third District director.

Passing of Vice Adm. Wallin

Private graveside services were held for retired Navy Vice Admiral Homer N. Wallin, who directed salvage of the Pacific Fleet at Pearl Harbor after the Japanese attack on December 7, 1941.

Admiral Wallin, who later commanded the Puget Sound Naval Shipyard at Bremerton died this past March at the age of 90.

He also supervised Navy shipbuilding in the Seattle area during the latter part of World War II and was chief of the Bureau of Ships before returning here in 1953 to command the shipyard for two years.

The Admiral retired in 1955 after 38 years of service.



Admiral Homer N. Wallin, 90, retired Naval Officer.

Prisoner . . . (Continued from Page 4)

interned, then mailed these photos to him. We never received an answer. However, Charles Jackson, who interviewed Kazuo, told me that Sakamaki does have a lot of difficulty with our language.

Both Charles Jackson and myself still hold Kazuo Sakamaki in high esteem for the courage and dedication to duty that he displayed — even if at the time he was an enemy!

The communications officer

Letter to Donald Haynie

Dear Mr. Haynie:

Thank you so much for your kind letter dated Jan. 23. Also I was thinking that I was informed from Mr. Murukawa. When I read your letter I recalled the Japanese old proverb "yesterday's enemy is today's friend." And I was pleased with your warmhearted friendship which was same with me.

On the day of Dec. 7, 1941, I was trying to enter Pearl Harbor operating my Midget submarine. But the compass of my ship was not working and also my efforts to enter the harbor was interfered by American patrol ships which I judged as destroyers.

It is very fatal interesting thing that you were ensign of the destroyer and I was ensign of the submarine. Also it is very thrilling for us to say as follows:

1. It was very easy to me to sink the destroyers, because I had caught the destroyers in my telescope and could launch powerful torpedoes if I wanted to do so. My target was aircraft carrier or battleship in the harbor, so I have endured to launch the

of the USS Ward, Donald B. Haynie, had a letter sent to him by Kazuo in which he talks about having Haynie in his sights and could have sunk him if he had wanted to! ENCLOSED IS A COPY OF THAT LETTER FOR OUR READERS.

I also submit a copy of the account of what was entitled "Battle of Sydney," which tells about the USS Chicago and the USS Perkins being attacked by Midget Subs.

torpedoes for the destroyers. If I could not endure the interfering by destroyers, your ship might be sunk.

2. Destroyers were dropping many depth-charges to destroy my submarine. When my ship grounded on the coral reef at the entrance of the harbor, your ship could fire the guns onto my ship. Of course, it is very easy to sink my submarine, if the depth-charges or gun shots hit my ship directly.
3. You had success to interfere my attempt and rescued the battleship. Also you had success to avoid my anger to launch the torpedoes.
4. Although you failed to destroy my ship, you had success to fulfill your aim to put my ship in no works. So I was failed to die and it was shameful as old Japanese. But I am writing to you as a new Japanese and it is some like enjoyable thing to me.

Now I am working in Toyota Motor Company which is top automobile maker in Japan. We exported 26,000 units to U.S.A. in last year.

New member Jim Wilcox (USS Medusa) writes the GRAM that his brother told him the United States showed the Japanese how to attack Pearl Harbor. His brother was in the Navy in the early 30s and in a mock battle between the Red and Blue fleets, with the islands being attacked the same way on December 7, 1941.

Jim's brother is gone now and he can't remember which fleet won the mock battle.

Maybe some of you old timers that were in the Pacific Fleet at that time will remember this, and drop a line or two to the Editor of the GRAM.

MIDGET SUBS — CHAPTER V

Battle of Sydney, 5-31-6-1-42

Reprinted from
On to Pearl Harbor and Beyond
By CHARLES L. JACKSON

To the vast majority of Americans who had the privilege of spending leave or liberty in that gallant city of the Antipodes, the Battle of Sydney was fought within the confines of the Australia Hotel, Romano's or other well-known "hot spots." Yet there actually was a brief battle in the world's most beautiful harbor, between two American warships and two tiny submarines.

Although the midget submarine attack on Pearl Harbor had been a complete failure and most Japanese naval officers regarded such efforts with contempt, there had been so great a propaganda build-up for the little two-man jobs that the high command decided to make another.

After the Battle of the Coral Sea, Admiral Crace's Support Group was returned to "MacArthur's Navy" of which it then constituted the principal strength. USS Chicago and Perkins on 31 May were moored in Sydney Harbor, ready to depart after an unusually pleasant period of upkeep and overhaul. Destroyer tender Dobbin, which had arrived a day earlier with a load of torpedoes and warheads, was swinging to a buoy awaiting a chance to land her cargo. HMAS Kuttabal, an

old ferry boat converted to a barracks ship, was tied up at a stone dock at the Garden Island Naval Station, close inshore from Chicago, with a Royal Netherlands submarine moored outboard and alongside. Woolloomooloo Pier was filled with the usual laughing throng of Aussies, sailors and girls taking advantage of a Sunday full moon; and although Sydney observed what the city fathers called a "brownout," Garden Island was brilliantly illuminated with high floodlights which beautifully silhouetted the anchored ships for any approaching enemy. The channel from the outer Heads to Port Jackson (of which Sydney Harbor is the lesser part) is a narrow and winding passage some six miles in length, difficult to navigate at the best of times, and the Australian authorities had not yet got around to closing it with anti-submarine nets and boom.

As soon as the Coral Sea operation was over, five I-class Japanese submarines, carrying four midget submarines and one plane, started south. The plane made an unobserved reconnaissance flight over Port Jackson and the midgets were launched off the Heads on 31 May. One or two of them succeeded in making their way up the channel after dark, astern of a fishing

(Continued on Page 6)



Ed Lorenz (USS Pennsylvania) is shown presenting the number one crystal plate to Gary Cummins, superintendent of the USS Arizona Memorial on behalf of Minnesota, Twin City Chapter 3 . . .

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.

JOHN E. BURNSIDE
Schofield Bks.
Port Orange, FL

JOHN DALLAVIA
Schofield Bks.
Duluth, MN

JOHN BEELER, Jr.
USS Ramapo
Lexington, KY

JAMES A. CATES
USS Nevada
Lindale, TX

THEODORE E. REYNOLDS
Schofield Bks.
Frederick, MD

LELAND D. WEIGOLD
Schofield Bks.
Brookings, SD

DONALD DRULLINGER
USS California
Danville, IL

HOWARD F. DAILEY
USS New Orleans
Gardena, CA

JOSEPH E. DIAGLE
USS West Virginia
Long Beach, CA

DONALD H. JONES SR.
Navy Misc., Norfolk, VA

MATTHEW F. ROBERTS
U.S. Marines
Toms River, NJ

WILLIAM T. RADCLIFFE, Jr.
USS Selfridge
Glenwood, MD

GROVER C. POWERS
USS Raleigh
Orlando, FL

LOYD L. HOSACK
Ford Island
Torrance, CA

IVAN D. KELLY
USS Dewey
Cheyenne, WY

DEXTER E. LINTON
USS St. Louis
Hazel Park, MI

JOHN V. VAN VALKENBURGH
Schofield Bks.
Hacienda Heights, CA

LESLIE H. PITTS
Schofield Bks.
Champaign, IL

HENRY T. MORGAN
Camp Malakole
Butler, PA

WESLEY P. TOMLINSON
USS Whitney
Philadelphia, PA

HARRY R. WHEELER
USS Antares
Norfolk, VA

KENNETH E. GRAY
USS Avocet
Wabash, IN

WILLIAM A. ST. HILIARE
Schofield Bks.
Salem, MA

LAWRENCE C. KRAUSS
USS San Francisco
Fond Du Lac, WI

DONALD L. GREAVES
Fort Kamehameha
Corea, ME

JAMES P. LENNOX
USS Chew
Yucca Valley, CA

JOHN A. SNIDER
USS Raleigh
Sonoma, CA

BERNARD L. TRAGER
Ford Island
National City, CA

VERNON K. STUBBLEFIELD
USS Curtis
Payette, ID

CHARLES F. KOZLOWSKI
Schofield Bks.
Gage, OK

GEORGE B. SMITH
USS Oklahoma
Morongo Valley, CA

DANIEL DANIELSON
USS Pennsylvania
Norwalk, CA

KENNETH R. CLAPP
USS California
San Rafael, CA

JOSEPH J. BRUST
Hickam Field
Luxemburg, WI

RUSSELL J. MCLAUGHLIN
Schofield Bks.
Canton, MA

WILLIAM A. LYNCH
USS Curtis
Temecula, CA

ROBERT G. VIEHMAN
USS Allen
St. Louis, MO

DOUGLAS V. KAYSER
Schofield Bks.
Elgin, OK

HOMER N. WALLIN
Vice Admiral
USS California
Seattle, WA

WALLACE J. WIEBE
USS Medusa
Pomona, MO

AUBREY C. THOMPSON
USS Phoenix
San Diego, CA

ROY BRAVICK
USS Honolulu
Sun City, CA

JOHN H. YERKES
USS Nevada
Desert Hot Springs, CA

GILBERT VARO
Hickham Field
Chandler, NC

RICHARD A. SCULLY
Hickham Field
Mt. Prospect, IL

NEVIN E. DANIELS
USS Tennessee
Beaver Crossing, NE

FRED C. WILSON
Wheeler Field
Topping, VA

JOSEPH J. MEDICA
Yard Craft
Pleasantville, NJ

HERSCHEL C. HICKS
USS Detroit
Farmington, CT

GARLING D. EDMONDS
USS West Virginia
Fenton, MI

GEORGE A. SHARPE
Fort Kamehameha
Honolulu, HI

LEROY F. WATSON
Ford Island
Berkeley, CA

ARNOLD SCHMID
Schofield Bks.
Sebring, OH

Battle of Sydney . . . (Continued from Page 5)

vessel. Detected both by the fishermen and the magnetic underwater loop, their presence was signaled by the naval command at Sydney to ships at anchor by 2230, but nothing was done to douse the lights at Garden Island or stop ferryboats from running. At 2257 lookouts in *Chicago* sighted a conning tower awash 300 yards on her starboard quarter. She illuminated the target and opened fire with her 5-inch battery and machine guns but they could not be depressed for so short a range and some of the shots ricocheted into a residential sec-

tion of Sydney, where fortunately they did no damage. The story that the only casualty inflicted by *Chicago's* gunfire was a lion in the famous Sydney Zoo, and that Captain Bode was requested to provide a new one out of lend-lease, is the invention of an Australian humorist.

The midget dived, and *Perkins* got under way at 2316 to cover the cruiser and *Dobbin*; but her sound gear was ineffective owing to the many noises set up by ferryboats and other harbor craft which continued to ply to and fro. Two Australian corvettes also began searching

and, when one of them relieved *Perkins*, Captain Bode at 2243 ordered her to pick up her old buoy inshore of *Chicago*. Apparently the skipper of *Chicago* thought he had holed the only midget present.

At half an hour past midnight the wake of a torpedo, evidently aimed at *Chicago*, was observed to pass close aboard the cruiser. It went under the Dutch submarine and the barracks boat and detonated with a great roar and flash against the dock. The concussion blew the bottom out of the ex-ferryboat, killing a number of sailors who were sleeping on board, and left it a total loss. *Perkins* at once re-

sumed patrolling and sent her boats in to fight fires and rescue the wounded.

At 0215 June 1, *Chicago* and *Perkins*, on orders of the naval command at Sydney, stood out to sea. The cruiser, when close to South Head gas buoy, passed the periscope of an entering midget so close that one could almost look down it from the bridge. Whether this midget had already been in and out or was entering for the first time is not known. During the day two damaged and scuttled midgets, complete with the bodies of their four crew members, were discovered on the bottom of

(Continued on Page 6)

PROPOSAL for PEARL HARBOR SURVIVORS 1986 45th ANNIVERSARY TRIP TO HONOLULU, Nov. 30–Dec. 14, 1986 on *TSS TROPICALE* of CARNIVAL CRUISE LINES

PEARL HARBOR SURVIVORS Proposed Itinerary 1986

Sun., Nov. 30 — Sail from Los Angeles at 4:00 P.M. on *TSS Tropicale*. Special motor-coaches will be available at Los Angeles Airport to transfer Pearl Harbor Survivor members directly to the ship. Same day connections can be made from all Time Zones, or those who so desire may arrive earlier. Four Aces Travel Group will arrange necessary hotels.

Mon., Dec. 1 to Thu., Dec. 4 — At Sea

Fri., Dec. 5 — Arrive Honolulu about 9:00 A.M. Ship will be used as a hotel while in Honolulu.

Sat., Dec. 6 — In Honolulu. Opportunity for reception aboard ship for all passengers, plus those members who travel to Honolulu by air.

Sun., Dec. 7 — In Honolulu

Mon., Dec. 8 — In Honolulu — Sail from Honolulu at 4:00 P.M.

Tue., Dec. 9 to Fri., Dec. 12 — At Sea

Sat., Dec. 13 — Arrive Ensenada, Mexico, 8:00 A.M. Full day for duty-free shopping or sightseeing. Sail from Ensenada at 6:00 P.M.

Sun., Dec. 14 — Arrive L.A. 9:00 A.M. Special motor-coaches will be available to take members to Los Angeles Airport for return flights.

The Four Aces Travel Group is holding space as indicated for the dates shown. The *Tropicale* is one of the largest and newest cruise ships, with a tonnage of 36,674 tons, and a passenger capacity of 1,022 in her 511 cabins, which is based on 2 persons to a cabin. Many of the cabins can accommodate either 3 or 4 people, if more members of a family want to participate.

Carnival Cruise Lines, with headquarters in Miami, is one of the largest cruise companies in the world, handling in excess of 200,000 passengers per year in their four ships. The *Tropicale* is presently in year round 7-day



service from Los Angeles to Puerto Vallarta, Mazatlan and Cabo San Lucas, sailing every Sunday at 4:00 P.M., returning to L.A. the following Sunday at 9:00 A.M. We have made arrangements for them to cancel their voyages of Sunday, Nov. 30, 1986, and Sunday, Dec. 7, 1986, in favor of operating this special cruise for the Pearl Harbor Survivors. Ensenada has been included as a port of call to give your members an opportunity to get a small flavor of Mexico, with the additional opportunity of duty free shopping prior to Christmas.

We do not yet have a final price. With the cruise 2½ years away, they probably include an escalation clause in case fuel prices rise, or union negotiations result in higher wage costs. A rough approximation would be that the minimum per person cost will be in the \$1600 range, and the maximum around \$2800. These prices represent an approximate 18% discount over their normal rates.

For your information, we attempted to make similar arrangements with either one of American Hawaii Cruises 2 ships, the *Independence* or the *Constitution*. Both ships sail from Honolulu on Saturday nights, visiting all of the islands and returning to Honolulu the following Saturday morning. While your group is waitlisted for either vessel, the President of the company could not give us more than a 20% chance of either ship being available.

We are also investigating other possibilities. We should have a better idea in about ten days. In the meantime, we wanted to get this proposal to your organization at the earliest possible moment, so that you will know that you can definitely utilize a ship in your plans for your 45th Anniversary.

We would produce all promotional literature for distribution to your various chapters, at our expense. Literature would contain full details on the cruise arrangements, and would also offer air and hotel arrangements for those not traveling by sea. We will negotiate favorable air rates for your members. We would like to obtain a list of your chapters with approximate membership in each, so we may determine what the airline space requirements may be.

We have an 800 line which members could use for making their reservations or for questions about the various arrangements.

If the ship arrangements are of interest, we recommend early action.

Editor: For those members that are interested in a cruise to the islands in 1986, please let me know by the 15th of August this year. If the response is favorable we will follow through on plans to continue negotiations with the Four Aces Travel Group.

Remember please contact me by the 15th of August, 1984. More news to follow in October issue of the GRAM.

Battle of Sydney . . . (Continued from Page 6)

Sydney Harbor. They had probably scuttled themselves when their mission was completed. *Chicago* and *Perkins* reentered the harbor during the afternoon to recover their boats, and promptly left for good.

Japanese Imperial Headquarters issued a communique giving a lurid description of HM battleship *Warspite* (for which *Chicago* had already been mistaken in the Battle of the Coral Sea) going up in flames and sinking. This bit of misinformation appears to have given the Japanese great satisfaction; the anniversary was celebrated with appropriate speeches and newspaper articles in 1943 and 1944.

Apparently the I-boats that brought the midgets south waited around for a week in the hope of recovering them. At about 0020 June 8, seven shells fired from a submarine lying

three-and-a-half miles off Cape Banks fell into a Sydney suburb, demolishing one house but killing nobody. The submarine, fired upon by a coastal battery, was last seen heading north on the surface. Air search failed to locate it.

Both this "Battle of Sydney" and a similar midget-submarine attack on Diego Suarez, Madagascar, on the previous day, were doubtless intended as diversions in connection with Midway. Since a midget-submarine attack had heralded the attack on Pearl Harbor, the Japanese wished to create the impression that their next move would be to the south and west, instead of to the north and east. Be that as it may, Admiral Nimitz refused to bite, for he knew that the enemy was about to attack in his direction, not "down under."

HELP NEEDED

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

STATE NAME	ID NO.	LETTER FROM TREASURER
PA Mostoler, Thomas	08712	7-30-79, 2-19-80
CA Koppes, William E.	02678	2-80
OH Norris, Coy	06252L	12-23-80
MA Buckley, Anastasis W. Cap	06544	2-81
NY Kittai, Murray M.	70542L	4-30-81
IN Hess, William D.	10920L	8-11-81
MI Allore, Allen J.	07974	1-20-82
CA Richardson, Robert W.	10378	2-25-81
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
MA Tucker, Richard G.	07349	6-82
MA Wick, Jama E.	03949	6-82
GA Payne, Shermond E.	11418L	7-19-82
IL Langford, Bruce T.	11246	82
LA Cayce, Clavd H.	03978	2-82
CA Bertenshaw, Arthur S.	07730	9-02-82
CA Cleveland, Carl F.	07282	6-10-82
OK Craft, Vernon R.	10768	11-02-82
WA Donovan, Harry J.	04720	10-01-82
GA Hosmer, Paul S.	01683	10-18-82
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
OH Watson, James E.	06837	9-28-82 Newsletter
CA Nash, Vincent	04470	7-12-83 Newsletter
CA Robinson, Albert T.	07438	
CA Sears, Richard K.	70155	

Postal Service Commemorative Stamp

This is in response to your correspondence expressing further support for the issuance of a stamp commemorating the 45th anniversary of the attack on Pearl Harbor on December 7, 1941.

Each year we receive thousands of suggestions for new commemoratives which are submitted by proponents who are equally enthusiastic and concerned about the issuance of stamps to focus attention on the famous people, historic events or issues of national importance which they support.

The Postal Service also is concerned about the timely issuance of stamps commemorating World War II subjects to recognize the survivors during their lifetime. However, because of the numerous proposals received and to ensure equal treatment of all of the meritorious suggestions regarding World War II subjects and events, the Citizens' Stamp Advisory Committee currently is considering the issuance of a series of stamps from 1991 through 1995. It will honor various persons and events con-

(Continued on Page 10)

NEW MEMBERS

The second quarter of 1984 closed with 129 new members joining PHSA.

Congratulations to all who have helped achieve this excellent increase in membership since the first quarter of 1984.

The GRAM welcomes each of them to our association.

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

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

New members for the period
4/84 to 7/84

The 1982-84 recruiting program has produced 735 new member survivors. The fourth Quarter provides the continuing opportunity to add more names to our survivor membership roster. We continually hear the comment, "I didn't know there was a Pearl Harbor Survivors Association." The following survivors have made a solid contribution to the association's effort to grow in membership:

Jean Paul	51
Chet Millman	33
George Slavens	20
Jack Gamble	19
Earl Sellover	15
Richard Wollen	10
Leo Sienkiewicz	9
Harold Cook	9
Dave Briner	8
Brandon Perkins	8
Willard Yarock	7
Jim Tracy	6
Charles Toohey	6

Frank Mack	6
Ed Jones	6
P. McCleary	6
Herb Hansen	5
Wayne Griffen	5
Owen Davis	5
Hank Shane	5
Royce Pulley	5
Jesse Pond	5

May we exceed one thousand new members by the end of quarter four.

Thomas J. Stockett
National Vice President
Membership Chairman

WARREN, Lee R.
Daly City, CA 94015
(USS MacDonough)

BECKWITH, Jennings G. Jr.
Sepulveda, CA 91343
(5th Bomb Gp. Hickam Field)

KIRK, John E.
Austin, TX 78731
(USS Dewey)

SCHNEIDER, Frederick W.
Middletown, OH 45042
(USS Honolulu)

BASH, Clyde D.
Chattanooga, TN 37416
(USS Nevada)

BECKER, Fred M.
Norwalk, CA 90650
(USS West Virginia)

ALEXANDER, Robert E.
Las Vegas, NV 89126
(USS Sacramento)

BRUFFY, Emmitt E.
Palm Beach Gardens, FL. 33410
(804th Engr. Schofield Bks.)

MOBBS, Wilburn A.
El Paso, TX 79925
(A & R Div. NAS.)

SHIPPAM, Donald R.
Westminster, CA 92683
(USS West Virginia)

APPLEGATE, Leo E.
Hutchinson, KS 67501
(USS Medusa)

De WALT, Hugo
Charleston, RI 02813
(USS Solace)

(Continued on Page 9)

NEW MEMBERS

ALBERT, Michael
Lacey, WA 08503
(21st Inf. Schofield Bks.)

CONDELLO, George A.
Troy, NY 12180
(USS Tucker)

NELSON, Ronald E.
Atascadero, CA 93422
(USS Vestal)

SMITH, Henry W.
Northwood, OH 43619
(Qrtmaster, Ft. Kam)

BARILLE, Joseph H.
Palm Springs, CA 92263
(21st Inf. Schofield Bks.)

BERTRAND, Carrol J.
Orange, TX 77630
(11th F/A Schofield Bks.)

BARNES, Irwin L.
Danville, OH 43014
(USS Bobolink)

MAYS, Claris W.
Issaquah, WA 98027
(USS Nevada)

SAMOLIO, Walter P.
Rochester, NY 14623
(4th Def. Bat. Marines)

BARTLETT, Douglas C.
Joshua Tree, CA 92252
(USS Oklahoma)

DAWSON, Jack P.
Tampa, FL 33611
(USS Conyngham)

BESANCON, Victor C.
Ridgecrest, CA 93555
(Patwing 2 Ford Island)

BORYS, Joseph C.
Hastings on Hudson, NY 10706
(19th Inf. Schofield Bks.)

CARR, Kenneth A.
Mohave Valley, AZ 86440
(USS Pennsylvania)

CORDNER, John R.
Milford, CT 06460
(USS Solace)

DAVIS, Clarence J.M.
Charlotte Hall, MD 20622
(USS Medusa)

FERGUSON, Nelson J.
Monroeville, PA 15146
(24th Sig Co. Schofield Bks.)

GRADEN, Maynard A. Jr.
Norwich, CT 06360
(USS Detroit)

HODGE, James B.
Ocala, FL 32670
(USS Medusa)

JORGENSEN, Edwin R.
Salem, OR 97306
(USS Maryland)

KRAKOWSKI, Joseph H.
Sebastian, FL 32958
(QM. Schofield Bks.)

MARTIN, Charles R.
San Francisco, CA 94116
(USS Selfridge)

MITCHAM, G. Ted
Convers, GA 30207
(USS New Orleans)

WILSON, Edward W.
Indian Harbor Beach, FL 32937
(55th C/A Ft. Ruger)

BRADEN, Ray C.
Colorado Springs, CO 80909
(27th Inf. Schofield Bks.)

CERRY, Ashley R.
Norfolk, VA 23502
(USS Raleigh)

RADCLIFFE, Ralph W.
Colorado Springs, CO 80915
(21st Inf. Schofield Bks.)

DINGLE, William J.
Sparta, NJ 07871
(21st Inf. Schofield Bks.)

GATES, LeMoyne C.
Canton, OH 44708
(27th Inf. Schofield Bks.)

GRIFFITH, Henry D.
Las Vegas, NV 89122
(5th Bomb GP. Hickam Field)

HUGHES, John R. Jr.
Winfield, KS 67156
(72nd Bomb Sq. Hickam Field)

KARNEK, Steve
Burgettstown, PA 15021
(Boat House NAS.)

KRIEFSKI, Sylvester R.
Passaic, NJ 07055
(8th F/A Schofield Bks.)

MAXWELL, Byron A. Jr.
Grapeland, TX 75844
(USS Ramapo)

WINES, Richard C.
Hull, MA 02045
(USS Tennessee)

O'BUZZ, Anthony J.
Sioux Falls, SD 56104
(26th Bomb Sq. Hickam Field)

ELLIS, Eugene E.
Rocky Ford, CO 81067
(USS Nevada)

PALMER, Walter S. Jr.
Salinas, CA 93906
(Bishops Point)

COUTANT, Blair L.
Waters, MI 49797
(USS Medusa)

EVANS, William H.
Fort Worth, TX 76133
(Sta. Hospital Hickam Field)

GENTILE, Domenic P.
Pine Hill, NJ 08021
(4th Def. Bat. Marines)

GRILLI, Larry A.
Santa Clara, CA 95050
(USS New Orleans)

JARRELL, Barney M.
Hanahan, SC 29406
(3rd Def. BN. Marines)

KILCOYNE, Chester P.
Kissimmee, FL 32741
(USS California)

LISKO, Peter
Annapolis, MD 21403
(USS Honolulu)

URMANN, Walter H.
Clearlake, CA 95422
(USS Blue)

MOROSI, Albert
Placentia, CA 92670
(USS Maryland)

O'NEILL, Joseph P.
Phoenix, AZ 85008
(USS Tennessee)

BURNS, John S.
Virginia Beach, VA 23451
(USS Thornton)

CONROY, John F.
Oregon City, OR 97045
(Rec. Sta. PH.)

CRISP, William H.
Piru, CA 93040
(65th Engr. Schofield Bks.)

DURCK, Harold L.
Anaheim, CA 92804
(Boats off Astoria)

GIBBY, Kenneth J.
Taylorsville, NC 28681
(27th Inf. Schofield Bks.)

HAIRE, Paul F.
Los Alamos, NM 87544
(USS St. Louis)

JONES, Jack Q.
Fountain Hills, AZ 85268
(4th Def. BN. Marines)

KLOPP, Wilbert F.
Merrill, WI 54452
(USS Dale)

LITTLE, Earl
Louisville, KY 40220
(Ord. Dep. Schofield Bks.)

MAZUR, Andrew J.
San Jose, CA 95111
(USS Raleigh)

MOTTINGER, Edward C.
Union Grove, NC 28689
(9th Sig Ser. Ft. Shafter)

ORCHARD, Wilbert E.
Sacramento, CA 95691
(41st C/A Ft. Kam)

PARK, Ralph Jr.
St. Petersburg, GA. 33703
(89th F/A Schofield Bks.)

WHITE, Francis A.
Hinsdale, NH 03451
(6th Pur. Sq. Wheeler Field)

WELLS, Lionel E.
Phoenix, AZ 85014
(USS Maryland)

THYROFF, Joseph E.
Northridge, CA 91324
(USS Phoenix)

REICHERT, George L.
Chicago, IL 60626
(USS Phoenix)

SHAW, Asa H.
Cottage Grove, OR 97424
(804th Engr. Schofield Bks.)

SOBOLEWSKI, Alfred J.
Canonsburg, PA 15317
(Med Bat. Schofield Bks.)

TOWNLEY, Vesta L.
Corpus Christi, TX 78411
(VP-11 Kaneohe Bay)

WILLIAMS, Llewellyn W.
Glen Burnie, MD 21061
(Aircraft Sig Co. Army Misc.)

WHITE, Lester W.
Chelsea, MA 02150
(3rd Engr. Schofield Bks.)

SULLIVAN, Troy D.
T. Peirce, FL 33450
(USS St. Louis)

WALDON, Thomas W. Jr.
Concord, CA 94521
(USS St. Louis)

SAYLOR, Philip G.
Arlington, VA 22202
(USS Trevor)

SMITH, Elvin M.
San Diego, CA 92120
(USS Rigel)

TEUFEL, George
Anchorage, AK 99508
(Floating Drydocks Pearl Harbor)

CARSON, James M.
Williamsburg, VA 23185
(97th C/A Schofield Bks.)

RIESCHMAN, Jack W.
Vallejo, CA 94590
(Fort Armstrong)

TUCKER, William H.
Shawnee Mission, KS 66205
(251st C/A Camp Malakole)

CONNOLLE, Elton F.
Winsted, CT 06098
(35th Inf. Schofield Bks.)

Di FRANCESCO, Mario
Burlingame, CA 94010
(USS Phoenix)

GROVER, Lyle M.
Richland Center, WI 53581
(44th Pur. Sq. Bellows Field)

IRWIN, James L.
Bakersfield, CA 93304
(HQ 11th Bomb Gp. Hickam Field)

MARTIN, Francis R.
Walnut Creek, CA 94598
(USS Selfridge)

RYAN, Martin J.
Jennings, MO 63136
(Kaneohe Bay)

TADLOCK, Hannibal C.
Waco, TX 76707
(USS Nevada)

WAKEFIELD, Donald S.
San Antonio, TX 78227
(9th Sig Ser. Fort Shafter)

BARTO, Jasper
San Antonio, TX 78239
(Hawaiian Dept. Fort Shafter)

LUTZ, Delbert E.
Spokane, WA. 99203
(Bks. Navy Yard — Marines)

ROTH, Lester E.
Uhrichsville, Oh 44683
(USS Detroit)

HARMON, Gilford L.
Yerington, NV 89447
(USS Phelps)

ROSE, Morris A.
Edgewater, MD 21037
(USS St. Louis)

BAKER, Gene B.
Ogdensburg, NY 13669
(Med. Det. Hickam Field)

CORSON, Howard E.
Downey, CA 90242
(Ford Island)

GRAF, J. George
Grants Pass, OR 97527
(USS Detroit)

HALFERTY, Donald H.
Addison, NY 14801
(44th Pur. Sq. Bellows Field)

KINZLER, Robert G.
Aiea, HI 96701
(27th Inf. Schofield Bks.)

(Continued on Page 10)

NEW MEMBERS

(Continued from Page 9)

McFADDEN, Martin J.
Citrus Heights, CA 95621
(3rd F/A Schofield Bks.)

SAGE, Lloyd A.
Chesapeake, VA 23320
(USS West Virginia)

TRYGAR, Raymond W.
Anderson, CA 96007
(USS Solace)

ACKER, Joseph F. Jr.
Pensacola, FL 32507
(USS Dobbin)

BORAWSKI, Walter J.
Salinas, CA 93906
(21st Inf. Schofield Bks.)

NIWRANSKY, Harry
Allison Park, PA 15101
(63rd F/A Schofield Bks.)

SARNACKI, Vincent
Utica, NY 13501
(USS Whitney)

NEMEC, Frank K.
Riyadh, Saudi Arabia
(Bks. Navy Yard — Marines)

SCANDRETT, William
Miami, FL 33183
(9th Sig Serv. Fort Shafter)

BOCKEMUEHL, George D.
Redding, CA 96003
(USS Tracy)

De MARTINO, Ralph
Long Beach, CA 90808
(USS Case)

FIELDS, Hollis F.
Milford, MA 01757
(Fort Shafter)

HORBAL, Edward W.
Citrus Springs, FL 32630
(21st Inf. Schofield Bks.)

MARSETT, Solen A.
Princeton, IL 61356
(USS Honolulu)

PATTON, Maurice
Lima, OH 45804
(USS Pelias)

STEPANEK, Genevieve (Van De Drink)
LaJolla, CA 92037
(Naval Hospital White Caps)

VAESSEN, Cornelius C.
De Pere, WI 54115
(Kaneohe Bay)

BAILEY, James A.
Phoenix, AZ 85009
(USS Maryland)

FORDEMWALT, John W.
San Francisco, CA 94121
(USS Pennsylvania)

POLIAK, Albert
Wheaton, MD 20902
(USS Solace)

SHURTZ, Fred M.
Spring Valley, CA 92077
(USS Maryland)

WESTGATE, Frank C.
West Covina, CA 91792
(USS Helena)

LYNCH, David E.
DeQueen, AR 71832
(USS Whitney)

PATTERSON, Edward A.
Seabrook, MD 20706
(HQ 17th A/B Grp. Wheeler Field)

ANGUS, Harold J.
Oakland, NJ 07436
(USS Helena)

CABINESS, Frank R.
Fairfield Bay, AR 72088
(USS Arizona)

CUNHA, John
W. Wareham, MA 02576
(35th Inf. Schofield Bks.)

FARWELL, Guy R.
Fitchburg, MA 01420
(USS Conyngham)

HINCKLEY, Roy D.
Hemet, CA 92344
(251st C/A Camp Malakole)

JOHN, James K.
Thermopolis, WY 82443
(USS Case)

KEY, Warren E.
Weston, CO 81091
(USS West Virginia)

LASHER, Robert J.
Chittenango, NY 13037
(USS West Virginia)

McCUE, Ed K.
Trenton, MI 48183
(USS St. Louis)

PETRUSKA, Andrew Jr.
Clifton, NJ 07013
(USS Argonne)

ROBINSON, Jesse R.
Modesto, CA 95354
(USS Maryland)

LaBRIE, Hector R.
Auburn, MA 01501
(USS Worden)

McMANUS, Joe B.
El Cajon, CA 92021
(Hoga YT-146, Yard Craft)

PRICE, Frank T.
Vinton, VA 24179
(64th C/A Fort Shafter)

BROOKS, Virgil M.
Palmdale, CA 93550
(USS Tennessee)

CARROLL, Boyd E.
Coos Bay, OR 97420
(USS Tennessee)

DAVIS, Haskell G.
Decherd, TN 37324
(35th Inf. Schofield Bks.)

GREEN, Max I.
Highland Springs, VA 23075
(34th Eng. Schofield Bks.)

JACOBSON, Oscar M.
Dudley, MA 01570
(USS West Virginia)

JOHNSON, Donald L.
Smoot, WY 83126
(USS Pennsylvania)

KNOFF, Vernon F.
Phoenix, AZ 85020
(44th Pur. Sqd. Wheeler Field)

LAWRENCE, John C.
Arlington, VA 22207
(USS West Virginia)

MORTENSEN, Clyde C.
Hartland, WI 53029
(78th Pur. Sqd. Wheeler Field)

PICKETT, Carl M.
Annapolis, MD 21401
(USS Ralph Talbot)

ROYLANCE, Vaun R.
Annapolis, MD 21403
(USS Argonne)

BALLINGER, Chester D.
Exeter, CA 93221
(4th Def. BAT. Marines)

NYCUM, Kenneth L.
Baltimore, MD 21226
(27th Inf. Schofield Bks.)

SMITH, Roland A.
Elmira, NY 14901
(27th Inf. Schofield Bks.)

BURLEY, George E.
Altoona, PA 16601
(3rd Def. BAT. Marines)

COOPER, Richard M. Sr.
Whiting, NJ 08759
(3rd Def. Bat. Marines)

EARWOOD, Spurgeon L.
Austell, GA 30001
(th Eng. Schofield Bks.)

HENWOOD, William C.
Virginia Beach, VA 23451
(USS Monaghan)

JARBOE, E.H.
Steele, MO 63877
(15th C/A Fort Weaver)

JOHNSON, McKinley R.
Sandston, VA 23150
(USS San Francisco)

KUPIEC, Walter A.
New York Mills, NY 13417
(Fort DeRussy)

LEWIS, Douglas M.
Madison, WI 53711
(HQ 5th Bomb Grp. Hickam Field)

MURRAY, Paul T.
Norfolk, VA. 23503
(VP-21 Ford Island)

PRINCIPE, Rinaldo J.
N. Kingstown, RI. 02852
(Hawaiian Depot, Hickam Field)

SCAPA, Jack
Encino, CA. 91436
(USS Raleigh)

Stamp...

(Continued from Page 8)

nected with World War II on their 50th anniversary. Therefore, the Committee is holding the proposal to commemorate the attack on Pearl Harbor along with other subjects for that series. However, in view of your continued interest, I have requested that, at the next meeting, the Committee members reconsider issuing a stamp to commemorate the 45th anniversary of this subject in 1986.

I should point out that the Postal Service previously has honored the men and women who contributed to the war effort. In 1945 and 1946, an Armed Forces Series of the United States Marines, Army, Navy, Coast Guard and Merchant Marine.

We appreciate your continued interest in the issuance of a stamp to commemorate this subject.

Sincerely,
Frank B. Thomas
Program Manager
Philatelic Design
Stamps Division

Yucca Valley, CA. Chapter 21 Supports the GRAM

SOTO, Jesus R.
Los Angeles, CA. 90042
(USS New Orleans)

TUTT, Richard E.
Payson, AZ 85547
(Heeia Radio Station)

WASHINGTON, Edgar C.
Phoenixville, PA 19460
(23rd MAT Sqd. Hickam Field)

TAYLOR, William E.
Hutchinson, KS 67502
(USS MacDonough)

VAN PELT, Earl H.
Rescue, CA 95672
(USS Conyngham)

WILLIAMSON, Frank R. Jr.
Derry, NH 03038
(19th Inf. Schofield Bks.)

THOMPSON, Charles N.
Norfolk, VA 23518
(USS Tennessee)

VICK, Wayne W.
Virginia Beach, VA 23464
(USS Solace)

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.

CDR Raymond Paul Engel,
USN

Program Office of Research
P.M.A. 2441
Naval Air Systems Command
J.P.I.

1411 Jefferson Davis Hwy.
Arlington, VA 22201

Son of:
Joe Engel
(VP-12 Kaneohe Bay)

RM 2 — Laurie Hyden, USN
2102 Plymouth Rd., #38
Stockton, CA 95204

Daughter of:
John C. Hatton
(Ft. Kamehameha)

Lt. Michael S. Canavan, USCG
USCG Westwind (WAG8-281)
P.O. Drawer 1248
Mobile, AL 36633

Son of:
William M. Canavan
(*USS St. Louis*)

Gary E. Rieger
537-80-9787
A Trp 3/4 Cav. SGN
Schofield Bks., HI 96857

Son of:
E. O. Reiger
(*USS Rigel*)

T/Sgt. Glen H. Snyder
81st TFW. Box 2066
APO. NY, NY 09755

Son of:
Howard S. Snyder
(8th F/A Schofield Bks.)

BM1, David E. Martin
USN & MCRC
6735 N. Basin
Portland, OR 97217

Son of:
D. O. Martin
(*USS Nevada*)

Robert E. Anthony Jr., USN
4961 Casa Blanca Rd.
Virginia Beach, VA 28455

Son of:
Robert E. Anthony Sr.
(90th F/A, Schofield Bks.)

PHSA Members Mark Anniversaries

45th Anniversary

F. L. "Frank" (Hickam Field) and Louise Mack, 12485 Mt. Shasta Dr., Elbert, CO 80106—July 1984.

C. Ray (Disp. Ford Island) and Dorothy J. Minger, 2811 Garden Lane, Bensalem, PA 19020—August 18th, 1984.

40th Anniversary

Paul R. (*USS West Virginia*) and Arite Ross, 219 Belmont Dr., North Little Rock, AR 72116—April 10th, 1984.

Albert F. (*USS Tangier*) and Vera Quackenbush, 8608 W. 35th St., Minneapolis, MN 55426—June 7th, 1984.

Mr. and Mrs. D. O. (*USS Nevada*) Martin, 122 Burlington Ave., Billings, MT 58101—June 22nd, 1984.

Ray (*USS West Virginia*) and Betty Bray, Victorville, CA 92392—November 21st, 1984.

Roy (Wheeler Field) and Cathleen Clark, Victorville, CA 92392—October 14th, 1984.

George (VP-24, Ford Island) and Dorothy Kerdus, Hesperia, CA 92345—June 9th, 1984.

Ralph (Ft. Armstrong) and Inez Wilson, P.O. Box 72, Dell Rapids, SD 57022—April 28th, 1984.

Bob (*USS Nevada*) and Guida Chamberlain, 2490 Elm Ave., Morro Bay, CA 93442—August 5th, 1984.

Orrin W. Jr. (Submarine Base) and Dorris A. Sterken, 414 N. Green Bay Rd., Waukegan, IL 60085—October 22nd, 1984.

Mayo (Tow Target, Hickam Field) and Rae Fowler, 476 Banning Way, Vallejo, CA 94591—August 7th, 1984.

Jesse L. (19th Inf. Schofield Bks.) and Daisy Foster, 6608 Powhatan St., Riverdale, MD 20737—November 3rd, 1984.

Harry (*USS West Virginia*) and Marge Fessler, Chapter 23, CA July 11th, 1984.

Harley E. (*USS Vestal*) and Bonnie Eppler, 11262 Espanita, Orange, CA 92669—August 16th, 1984.

Ray (*USS Vestal*) and Carole Tuck, 1722 N.E. Conifer, Corvallis, OR 97330—September 23rd, 1984.

35th Anniversary

William M. (*USS St. Louis*) and Mrs. Canavan, 9700 Lacombe Dr., Adelphi, MD 20783.

Marlin "Spike" (Hickam Field) and Ruth Wagner, 2920 Wayne St., Harrisburg, PA 17111—May 18th, 1984.

Thomas F. (*USS Ralph Talbot*) and Edna M. Merghan, 830 Barker Ave., Hayward, CA 94541—June 25th, 1984.

10th Anniversary

Harold A. (*USS Nevada*) and Mary Kern, P.O. Box 67, Odesa, WA 99159—July 13th, 1984.

Can Tabs Gathered to Pay Medical Bills

HEMET — Representatives of the Hemet Elks Lodge No. 1740 and the Hemet Chapter No. 27 of the Pearl Harbor Survivors Assn. delivered a pickup truck load of aluminum can tabs to Acacia Middle School Counselor Carole Scarpelli. The tabs will be sold to a recycling center to help two people pay their hospital bills.

One of the people being

helped is on a dialysis machine and the other needs physical therapy, Ms. Scarpelli said.

Thurman Thomas of the local Elks Lodge and Walter Schiller said the tabs were collected by people from Yucca Valley to Newberry Springs, especially George Harris. In addition to the two local organizations, tabs were collected by Pearl Harbor Survivors chapters in Yucca

Valley and Victorville and the American Legion in Newberry Springs, 25 miles east of Barstow.

Ms. Scarpelli said the effort to collect tabs originally was a school project to help the two people. They originally thought that 500 tabs could be exchanged for an hour on a dialysis machine. That turned out to be

(Continued on Page 12)



CAN TABS—Thousands of aluminum can tabs were turned over to Acacia Middle School Counselor Carole Scarpelli, center, to help two people pay their hospital bills. Thurman Thomas, left, and Walter Schiller, who delivered the tabs, help her unload.

CWO4 Gerald V. Sparks
VAQ 135
C/O FPO, NY, NY 09501

Son of:
Vernon Sparks
(*USS West Virginia*)

1st Lt. Robert A. Wilson
P.O. Box 33572 E.O.D.
Ft. Sill, OK 73503

Son of:
Ralph O. Wilson
(M.P. Section, Ft. Armstrong)

FTM/c Charles A. Magee
F-1 Div.

USS Long Beach, CGN-9
FPO San Francisco, CA 96671

Son of:
Charles A. Magee
(*USS Honolulu*)



From the Editor's Desk

In the 77th issue of the *GRAM* (January 1984) we ran an article entitled "The Day That Shall Live in Infamy" by Ted Shane. In the article under the heading "Unknown Soldier 1941" is described an "Unknown Soldier" firing a .30 caliber machine gun from the nose of a B-18 bomber at Hickam Field.

Our thanks to Harold S. Kaye of Atlanta, GA, for the following: "This airman was not known. His name was Cpl. Donald Meagher and he was an airplane mechanic in the 4th Recon Sqd., 5th Bomb Grp. The description of his death was correct and attempts were made to save his life by Sgt. John Meehan, also of the 4th Recon Sqd. Meehan burned his hands badly in the futile attempt to save Meagher's life. My understanding is that Meehan received a Purple Heart for this effort.

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

"I was also glad to see PFC Louis Schleifes (listed in the 78th issue of the *GRAM*) receive a long-delayed credit for his efforts that day. Both Schleifes and Meagher were the only two deaths in the 4th Recon Sqd. on December 7, 1941 several others were wounded but recovered.

"In an attempt to locate crew members of the first B-17D (Flying Fortress) to take off that morning, would it be possible to print the following names in the 79th issue of the *GRAM*? Navigator, Lt. J. Dorwart — Bombardier, Sgt. Ernest (first name unknown) — Engineer, S/Sgt. J.B. Young — Assistant Engineer, PFC John Mikula — Gunner, Cpl J.S. "Jack" Mueller.

"These names are not available on the roster of Hickam Field (4th Recon Sqd.) PHSA members."

Once again Harold, the *GRAM* wishes to thank you for this info. Harold's address is as follows: 1618 N. Gatewood Rd. N.E., Atlanta, GA 30329.

One more time, please NOTICE . . .

We are still getting mail through the Los Alamitos Post Office which is being forwarded. Please do not send mail to the *GRAM* through that address. The post office box has been closed out since October of 1983.

The NEW ADDRESS FOR the *GRAM* is: P.O. Box 4665, Lancaster, CA 93539.

If some of you still using the old address lose something of importance in the mail because it did not get forwarded or miss an issue of the *GRAM* because your article or pictures didn't arrive on time, it is your fault. You just don't read what's printed in the *GRAM*. Thank you for your cooperation.

The closing date for the October issue of the *GRAM* will be September 1, 1984.

Helen and Denny Dragan
3rd Def. Bn. USMC
269 Anthony Ave.
Hudson, NY 12534

Veterans Events and Demonstrations Memorial Day, D-Day Vets, POWs

A special operations group of the California Department of Veteran Affairs is looking for interested veterans and their organizations to be informed and invited to participate in a series of special memorial events at the state capitol. The department is soliciting your ideas and suggestions for special programs and events on a year-round basis, and in all cities throughout California. Have a band, color-guard, drillteam or etc.?

Major Jesse Orta, special operations officer, is now trying to get veterans from all groups for the greatest and largest military and veterans parade EVER as an annual event and reunion at the state capitol. But he needs your support, to know how soon we can do planning for every military, veteran and patriotic day year-around. Ideas?

Special Operations is also trying to find information on the families of those deceased veterans who received the Congressional Medal Of Honor posthumously, especially from the Vietnam campaign.

Please motivate your group to action. Remember, there will be a parade and ceremony for every event that is held. Plan to let the state's population, elected

officials and the Capitol Press Corps see veterans unified and in action.

Veterans organizations and interested parties wanting more information, please write to: Jesse Orta, Special Operations, Dept. of Veterans Affairs, P.O. Box 1559, Sacramento, CA 95807 or phone 916/445-2334.

PHSA of California and district one, can we pull off a statewide Pearl Harbor memorial service parade and Dinner? Let's talk about it. Contact your state chairman and the district director and have them get in touch with Jesse. He is willing and ready for such an event and the time is right for it.

Editor

Can Tabs . . .

(Continued from Page 11)

untrue but they kept collecting them because they found they could make money by selling the tabs to a recycling center.

When the Elks, Survivors and American Legion organizations found out about the school effort, they volunteered to help.

After the tabs are sold, all proceeds are turned over to the two people. Ms. Scarpelli did not identify them to protect their privacy.



New officers of Tucson, AZ, Chapter 143. From left to right, rear row: Irvin Knipp — Trustee, Donald E. Meyer — Trustee, Raymond Lunde — Vice President, Front row: Floyd Craft — Treasurer, Donald Rosekrans — Secretary, and Henry Peppe — President. Absent: Joseph Mack — Trustee.

**CENTRAL NEW YORK CHAPTER 7
HOST FOR THE
1984 PHSA NATIONAL CONVENTION
GROSSINGERS
SUPPORTS THE GRAM**

Color Guard of Keystone Chapter

It would be inconceivable for me to imagine that there is even one member of this organization who has never been emotionally moved by the sight of a color guard — whether it is a unit made up of boy scouts, military veterans, members of our armed forces, fraternal organizations or just a community group.

Show me such a man not visibly stirred and I will show you a man devoid of even a hint of patriotism, of pride, of honor, with a complete lack of feeling or movement. A Pearl Harbor Survivor, in sincere honesty, lacks the conscience to admit to these charges.

Receiving several inquiries over the winter months concerning the organization, formation and presentation of a color guard on the chapter level. I am submitting my own thoughts and views on the subject.

Should the guard be toned to it's real meaning or do we desire it to be on the glamorous side? It is a profound unit and therefore it should be established along the lines of good taste. Personally, my own views are limited and concerned with one particular guard in mind.

My experience is centered around the Keystone Chapter #2, Pennsylvania. Organized 14

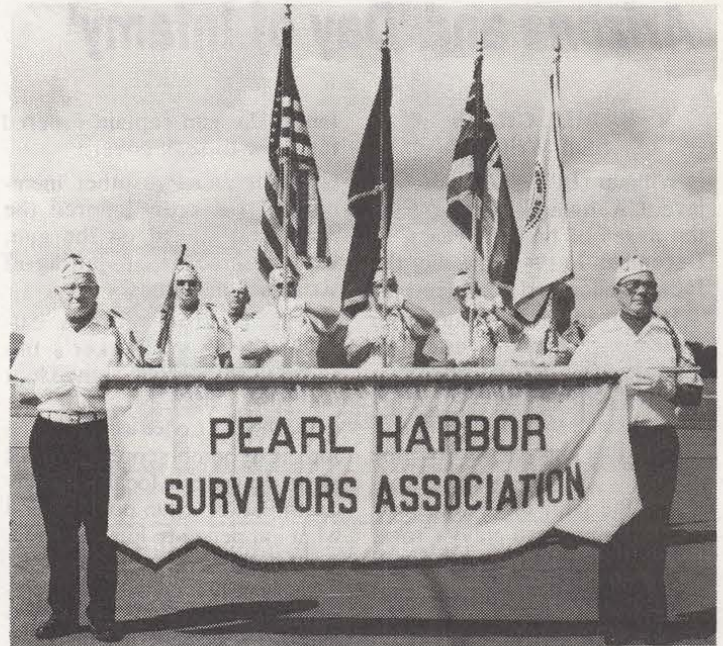
years ago, the guard has weathered the adversity of age and time. I am using this particular unit only as a guide for information, certainly not as a necessary model or pattern to adhere to.

How many members does it take? How many flags? The number of arms, the capital necessary to organize? Everything considered, not one chapter of this organization, big or small, should lay claim to not having a color guard.

The number of members making up a guard? If a survivor is interested, you now have your first man. Forget about those who display no interest. Nothing is worse than people who cannot be relied or depended on. The guard is a sacrifice made only by a chosen few.

Now, just what is it that you want the public to see? First, a banner is almost a necessity. Without it, even I wouldn't recognize you. Two men are necessary to display the banner. As far as arms bearers, two more men should fill the bill.

Now we come to what it's all about, the flags. The array of flags can be limitless. Whatever the traffic will allow in your particular chapter. Two are nice, four are twice as nice, any more



Color Guard of the Keystone Chapter #2, Pennsylvania Pearl Harbor Survivors Association. This picture was taken at the Latrobe, PA, Air Show. The show featured the Confederate Air Force, Harlingen, Texas, and the production "Tora-Tora-Tora."

than this adds to the show and appeal that you display before the public.

If you possibly can, go for broke. For starters though, three flags will do the job. The American flag, the PHSA flag, and the flag of the state you are representing. If you can swing

it, the flags of all branches of our armed forces can be used. For nothing more than show, the Keystone Color Guard also displays the state flag of Hawaii. They are trying to obtain one of the old territorial flags from Hawaii.

Now as to dress. Whatever you decide, make it standard. Mixing colors just won't cut it. Make it simple and uniform. Aloha shirts are beautiful for a day at the beach, for a picnic, to wear to a ball game. But unless they are all the same, perfectly fitted, solid colored, a little expensive, they will hardly add to your appearance.

The Guard should be somber, serious, and above all, proud. Certainly my views may not necessarily be the views of the reader. What I'm trying to do is impress upon you the simple fact that you will be representing Pearl Harbor Survivors, that you are somebody and that the man standing next to you was also there that morning.

Some day, some where, at a state convention, a district convention and even the national convention, it would be so beautiful to have a member of every chapter represented, delegated to bring the American

(Continued on Page 15)



Pearl Harbor Survivor's marching past reviewing stand during Whiskey Flats Days parade in Kernville, CA. Chapter 19 of Lake Isabella, CA, hosted this three-day event for these survivors, their wives and guests. There was a total of 92 PHSA members marching in the parade. This is a yearly event for Chapter 19 and takes place during the month of February.

Mojave Man Remembers Arizona and 'Day of Infamy'

By **BILL GILLIS**
Staff Writer

William (Bill) Parker of Mojave, CA, mentally turned back the pages of time 42 years, to December 7, 1941, the day the Japanese bombed Pearl Harbor.

He was in the Navy, a loader on a five-inch anti-aircraft gun crew on the ill-fated *USS Arizona* and one of the only 356 officers and sailors aboard the battlewagon that day to survive the attack.

And the same day Parker was to win the coveted Navy Cross, the Navy's highest award — for disobeying orders.

Forty-two years ago December 7th was a Sunday and Parker wasn't on liberty in Honolulu that fateful day. He had the duty and was aboard that weekend.

Shortly before 8:00, Parker remembers hearing a "bunch of planes" and thought they were probably having maneuvers on nearby Ford Island.

But the maneuvers theory for Parker vanished when the first wave of Japanese planes flew over the *Arizona* strafing and bombing ("they were only 50 to 100 feet above the ship").

A crew of 13 comprised his gun crew, located on the starboard side, and for some reason, Parker doesn't go into detail, when the strafing became in-

tense, the gun captain ordered the crew to seek cover.

Parker and two other members of the crew ignored the order and stayed on the gun, with the three of them getting off six or seven rounds.

Disobeying orders undoubtedly saved Parker's life and at the same time earned him the Navy Cross.

Only seconds later, a Japanese bomb scored a direct hit on a magazine located underneath Parker's gun position and what happened to him is almost incredible.

He vividly recalls, "the explosion blew the battlewagon completely in two and sank in a matter of minutes."

The explosion also propelled Parker in the air and he landed 400 feet away on the shore of Ford Island. The blast blew off all his clothes, including his shoes, but somehow miraculously he wasn't injured.

He recalls after reaching the beach, someone gave him some clothes and a rifle and he fired a few shots at enemy planes.

As for his original 13-man gun crew, only one other survived, of the other two who had disobeyed orders with him.

Parker's citation for the Navy Cross signed by Secretary of the Navy Frank Stinson and later presented to him by Admiral



—Photo by Ron Siddle, Antelope Valley Press

Chester Nimitz reads:

"For distinguished service in line of his profession, extraordinary courage and disregard for his safety during the attack. When enemy strafing became severe, despite orders from his gun captain to take cover, Parker remained at his station on Anti-Aircraft Gun No. 1 of the *USS Arizona* with two other members of the crew and assisted in keeping it in operation against the enemy until he was blown overboard by an explosion."

Pearl Harbor didn't end Parker's World War II career, in fact it was only the beginning.

Later, he was assigned as a gun captain on the aircraft carrier *Lexington* which was also sunk in 1942 during the Coral Sea battle, and still later he served on a subchaser in the South Pacific with the primary mission to convoy ships as well as chase subs.

Returning to the states, Parker was eventually assigned to the Navy repair base in New Orleans and discharged from the Navy in 1945.

For the start of the Bill Parker story, you have to go back to 1916 when he was born in Bannockburn, GA, but he actually grew up in Picayune, Miss.

It should be pointed out the Navy was not his first military love.

He joined the Army in New Orleans in 1936 and part of that tour of duty he was stationed at Schofield Bks. in Hawaii, with the 8th Field Artillery. He was discharged from the Army three

years later in New York.

But in 1940, he returned to New Orleans, only this time he enlisted in the Navy and following boot training at the San Diego Naval Training Center, he was assigned to the *USS Arizona*. Early in 1941 after a brief stopoff at Bremerton, WA, Parker was Hawaii bound again for the second time only in a different branch of the service.

In 1975 Parker retired from the Ashland Chemical Company in Mojave.

Today he resides with his family in Mojave, CA, and is a member of the Antelope Valley, Mojave Desert Chapter 18 of PHTSA.

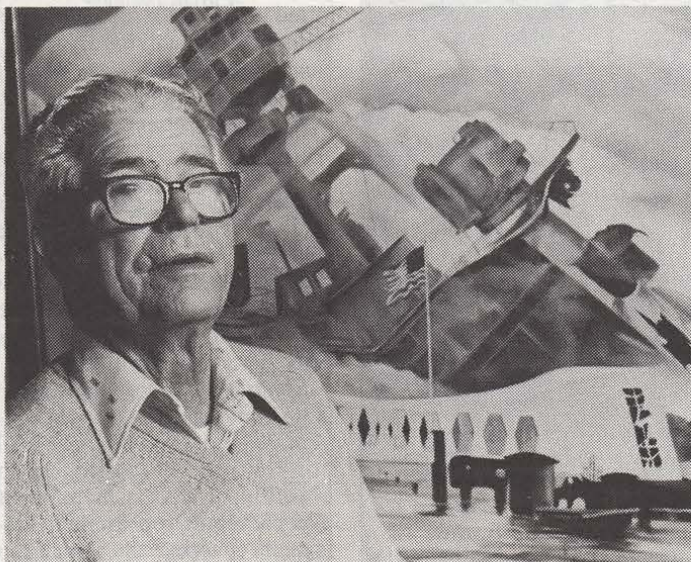
Aside from his Navy Cross, Parker is almost equally proud of an issue of *Life Magazine* in the early months of World War II, his picture featured on a "Roll of Honor" page, right along with General Douglas MacArthur.

As for his experiences on December 7, 1941, at Pearl Harbor, Parker admits, "I've never been back."

"I don't think I could stand it, but maybe I'll go back some day."

From the *Antelope Valley Press*
December, 1983

Leslie N. Echellberger
Chapter 25
Chico, California
Supports the
GRAM



—Photo by Ron Siddle, Antelope Valley Press

THE NEVADA

Reprint from
Honolulu Advertiser
Dec. 5, 1983

By JIM BORG
Advertiser Military Writer

Retired Navy Capt. Donald Ross was acting engineer aboard the battleship *Nevada* when the bombs and torpedos fell.

"There were three groups of planes that were coming in on the *Nevada*," recalls Ross, 72, of Port Orchard, Wash. "They were after us because we were the only major ship that was headed for sea that day. The first group overshot us, the second group undershot us and the last group got five hits on us."

Ross was a 30-year-old warrant machinist at the time. When smoke, steam and heat made the forward dynamo room all but unbearable, he ordered his men out and singlehandedly kept the machinery running until he fell unconscious. He was twice rescued and resuscitated but he returned to his station until he was finally ordered to leave.

Though it was making a good, 12-knot pace toward the harbor entrance, the brass at Pearl Harbor worried that the battleship might sink in mid-channel, where its 30,000-ton carcass would have blocked the harbor for years.

Under orders and with great reluctance, the crew grounded the ship at Waipio Point, now also known as Nevada Point.

"When I was dying from suffocation and burns, my reaction is still vivid in my mind," recalled Ross. "My people had all gotten out and I was just about

to die from asphyxiation and I asked God for help — and he's still helping."

Capt. Don Ross
Rokolu Ranch
15871 Glenwood Rd. S.W.
Port Orchard, WA 98366

* * *

Forty-two years after the pearl harbor attack, the courage and sacrifice of the *Nevada* crew was recognized with a plaque that was dedicated at Hospital Point, across from where the ship went aground.

Ross, one of two *Nevada* crewmen who won the Medal of Honor for action that morning, was the keynote speaker at the ground breaking ceremony.

The World War I-vintage battleship, the first of the Navy's oil-burning "super-dreadnaughts," was moored just astern of the *Arizona* when the attack began. The ship got under way despite several fires and a 45-by 30-foot hole in the bow, and managed to shoot down two torpedo bombers.

The plaque's inscription says, "Despite this damage and with very heavy casualties on the anti-aircraft battery complement, all guns were still firing, the places of the wounded and dying taken by men from other divisions on the ship. Many of these fell only to be replaced by others. All guns remained manned and were still firing when the last enemy aircraft left."

The battlewagon, eventually salvaged and repaired, survived the war and two atomic bomb tests at Bikini Atoll in the Western Pacific. On July 30, 1948, the ship was sunk for target practice



Capt. Don Ross and friend during USS *Nevada* Historical Marker dedication, December 7, 1983, at Hospital Point, Pearl Harbor.

about 66 miles southwest of Pearl Harbor.

The plaque was the brainchild of Paul F. Hughey of Walnut Creek, Calif.

Hughey, the Navy League's regional president for Nevada and northern California, was at sea aboard the carrier *USS Lexington* during the Dec. 7 air raid. When the *Lexington* sailed into Pearl Harbor a few days later, he remembers, the beached battlewagon was the first sign of destruction.

"About four years ago, I came out to Honolulu for the first time since 1945," he said. "I took the tour boat up the Pearl Harbor Channel and, looking at the shore line, I couldn't place in my mind exactly where (the *Nevada*) had been, and I thought that wasn't right. It was a terrific story of courage and bravery and seamanship and I thought it should be recognized."

Hughey got in touch with Joseph K. Taussig Jr., a deputy

assistant Navy secretary and *USS Nevada* veteran. Taussig agreed to write the inscription.

Nevada Point was the first choice for the site of the marker, but was abandoned as too remote. Selected instead was a small park at Hospital Point, on the grounds of the Pearl Harbor Naval Shipyard.

The five-foot-long, \$7,000 plaque will list the two Medal of Honor winners, the 13 *USS Nevada* sailors and two Marines who won the Navy Cross, and the 57 crewmen killed in action. A channel marker shows the actual grounding site.

But like the small Utah Memorial on Ford Island, the *Nevada* marker will probably get no more than a half-dozen visitors a year.

The *Nevada's* bronze epitaph stands on Navy land off limits to the general public, and the Navy says only former crewmembers and their families will qualify for the necessary escort.

HONORS AWARDED

United States
Pacific Fleet
(7 April, 1942)

Remarks of Admiral C.W. Nimitz, Commander-in-Chief, Pacific Fleet, in his presentation of Navy Crosses to 25 officers and men of the Fleet in a ceremony on board the *USS Nevada* at Pearl Harbor, T.H., April 7, 1942:

"Officers and men of the Pacific fleet:

"It is particularly appropriate that this ceremony of medal awards for distinguished and heroic service should take place on the deck of this veteran ship whose officers and men have given such an inspiring example of determination and fortitude in their work of repairing battle damage. Ably assisted by an efficient salvage crew and a completely cooperative and

(Continued on Page 16)

Color Guard . . . (Continued from Page 13)

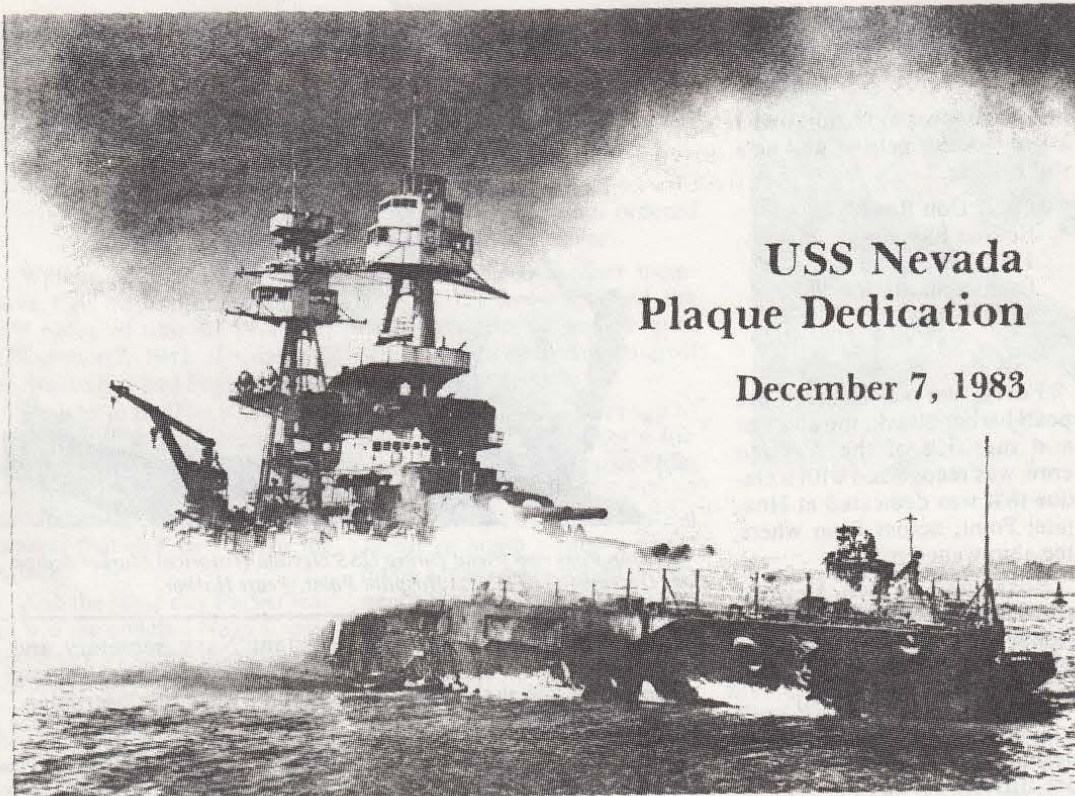
flag from his or her particular chapter to that convention. Then when the time came to present the colors, a mass display of the stars and stripes would take place. As far as I know, this has never taken place at a PHSA gathering. But if you have that one spark of pride you know just as well as I do, it will be a blaze

long remembered.

Whatever you do, wherever you go, your color guard will be the focus of your very existence.

As long as you make people aware of just who you are, they have not forgotten. Stand tall and be counted.

A member of the color guard!



USS Nevada Plaque Dedication December 7, 1983

The Nevada . . . (Continued from Page 15)

competent Navy Yard Force, these officers and men now enjoy the satisfaction that comes from a job well done.

"If a ship has personality and a soul, and I am convinced that she has, what a proud moment this must be for this gallant ship, whose sons are well represented in the list of honors about to be awarded.

"You officers and men here assembled for medal awards

have won the admiration of all your shipmates and the entire nation for your exceptional courage and devotion to duty. Your conduct has been in accord with the highest naval traditions. You have set for the rest of us a most inspiring example. We, your shipmates in the Pacific Fleet, salute you!

"It is now my privilege and honor to award to each of this group of officers and men, in the

name of the President of the United States, a Navy Cross 'For distinguished service in line of his profession, exceptional courage, coolness, and devotion to duty during the attack on the Fleet in Pearl Harbor by Japanese Forces on December 7th, 1941.'

"In addition there is awarded to Lieutenant Clarence E. Dickinson, Jr., a Gold Star for a second Navy Cross for successfully attacking on December 10, 1941, an enemy submarine."

The Nevada Underway

By JOE TAUSSIG, JR.

The channel marker directly across the channel marks the location of Nevada Point, where the *USS Nevada*, the only battleship to get underway on 7 December, 1941, ended her attempted sortie.

Believed to be sinking, and thus in danger of blocking the channel, higher authorities ordered the ship beached, an order reluctantly carried out.

Located at the north end of Battleship Row, just astern of the *USS Arizona*, the crew immediately responded to the order for all ships to sortie. Already severely damaged by a torpedo hit and a serious bomb

hit on her forecastle, the crew got up steam, cast off the lines and worked the ship out of a very constrained position bracketed by the flaming wreck of the *Arizona* ahead, and a dredging line just astern.

Once underway the *Nevada* became the prime target for the Japanese aircraft. She suffered numerous bomb hits and near misses, and much strafing. Numerous fires were burning in the ship.

Despite this damage and with very heavy casualties on the anti-aircraft battery complement, all guns were still firing, the places of the wounded and dying taken by men from other

divisions of the ship. Many of these fell only to be replaced by others. All guns remained manned and were still firing when the last enemy aircraft left.

Pearl Harbor was a defeat only in a material sense. There is no record indicating that a single American failed to stand or do his duty.

Nevada Point symbolizes all of these gallant men, represented here as a tribute to a particularly gallant crew who, when duty called, responded with unquestioned courage.

The *USS Nevada*, the oldest battleship to survive the attack, lived to fight on through World War II.

Excerpt from *USS NEVADA*
Deck Log, 7 December 1941
"1550 — Removed the dead . . .
Half masted colors.

"1625 — Two-blocked colors."
ANDERSON, Arnold Leo . . . SEA 1
AQUINO, Zoilo . . . SEM 1
BINGHAM, James Robert . . . SEA 2
BLEDSOE, Herman . . . SEM 2
BRIGGS, Lyle Lee . . . EM 2
BRITTON, Thomas A. . . . CPL
CHRISTOPHER, Harold J. . . . ENS
COOK, Joseph William . . . GM 3
CORBIN, Leon John . . . GM 1
COTNER, Leo Paul . . . SEA 2
DAVIS, Frederick C. . . . ENS
DUKES, Lonnie William . . . SEA 1
ECHOLS, Edward Wesley . . . COX
EDWARDS, Harry Lee . . . SEA 1
FADDIS, George Leon . . . GM 3
FUGATE, Ray Ivan . . . SEA 1
GANTNER, Samuel Merritt . . . BM 2
GILES, Thomas Robert . . . EM 3
GOETSCH, Herman August . . . SEA 1
GULLACHSON, Arthur K. . . . SEA 2
HALLMARK, Johnie W. . . . SEA 1
HARKER, Charles Ward . . . PCM 3
HEATH, Francis C. . . . PFC
HEIM, Gerald Leroy . . . SEA 2
HILL, Edwin J. . . . CWO
HUBNER, Edgar . . . SEA 1
IRISH, Robert Clement . . . SEA 2
JOHNSON, Flavous B.M. . . . GM 3
KING, Orvell V., Jr. . . . PFC
LAMONS, Kenneth Taft . . . BM 2
LIPE, Wilbur Thomas . . . SEA 2
LUNSFORD, Jack I. . . . PFC
LUNITA, John Kallervo . . . SEA 1
MAPNAS, Andres Franquez . . . SEM 1
MARTIN, Dale Lewis . . . SC 1
MAYFIELD, Franzier . . . SEM 1
McGHEE, Lester Fred . . . SEA 1
McGUICKIN, Edward I. . . . SEA 1
MORRISSEY, Edward P. . . . PFC
NORVELLE, Alwyn Berry . . . CSKA
NEUENDORF, William B., Jr. . . . SEA 1
PATTERSON, Elmer Marvin . . . CK 2
PECK, Eugene Edward . . . SEA 2
ROBISON, Mark Clifton . . . SEM 1
RONNING, Emil Oliver . . . COX
RUSHFORD, Harvey George . . . SEA 2
SCHWARTING, Herbert C. . . . SEA 1
SHAUM, Donald Robert . . . SEA 1
SMITH, Keith N. . . . PVT
SOLAR, Adolfo . . . BM 1
SPEAR, Herman Aldo . . . SEA 1
SPENCER, Delbert James . . . SEA 1
STEMBROSKY, George Joseph . . . SEA 1
STRICKLAND, Charles P. . . . SEA 1
THUNHORST, Lee Vernon . . . SEA 2
TRUJILLO, Richard J. . . . PVT
WALTON, Ivan Irwin . . . COX

Total Killed: Navy — 50 (3 Officers,
17 Enlisted) Marine Corps — 7 Enlisted

More importantly, the spirit of the men who breathed life and vitality into their ship will forever remain an inspirational legacy for all succeeding generations of Americans.

**We support the
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North Carolina,
Chapter #1**

A Day That Shall Live in Infamy

By TED SHANE, PART III

Naval Hospital . . .

Inside the hospitals they worked grimly and in silence. Outside a bomber manned by three men had crashed, slamming off the cornice of the Naval hospital building and through a giant palm tree, to burst into flame on a neighboring asphalt tennis court.

Then they came, the hurt ones. First those who could walk, half-naked, badly burned, grimy, pain in their eyes. Then the stretchers. A young seaman with a piece of shrapnel in his head and a stomach full of bullets. The shrapnel stuck out like a lump over his eye. Miraculously it hadn't touched his brain. The surgeons went to work. The lad survived.

Another walked in with the entire lower half of his jaw shot away. He couldn't talk, so he insisted on shaking hands with everybody, his eyes glowing with brotherhood. He did not survive.

Many had lost arms and legs, many had had their skin shriveled off in the ungodly heat of those decks aflame with boiling oil. They suffered through clenched teeth. A man panted, "Hey, doc, take it easy — feels liked it's broken in three places!" They thought of the other fellow. "Take care of my buddy, doc!"

The ordinary sick were evacuated and emergency-cots set up. Wave after wave of planes came over, explosions and sirens sounded without, but nobody looked up unless there were new arrivals on the wards. Doctors, nurses, injured, burned, and dying, all maintained a quick-functioning quiet. During an awful lull on one of the Naval Hospital wards, there came a loud rip. Chaplain Strauss, working with the wounded, felt his pants go. Calls for a needle and thread brought a messenger with five hundred spools of thread and a box of a hundred needles. "The padre," quipped a wounded man, "wears a tent."

Army Hospital . . .

At Tripler, the Army Hospit-

al, things were even worse. On the first wave a bomb had landed in the middle of four hundred young aviators, laughing and chatting at breakfast. Legs, arms, entire sides, hips, stomachs, and chests were blown away. Amazingly few had lost consciousness. They wisecracked in death-muffled voices. They were Americans, they were soldiers, and they were young. Awake now to what was going on in his world, many a boy, unconscious of his personal plight, asked the doctor to fix him up quick so he could get back into action — a doctor perhaps who had momentarily turned weak with horror at the first sight of him.

A nurse gave a young officer — all of twenty years old and dying from a great open chest wound — a taste of water.

"Mmm. What are you doing tonight, honey?" he muttered, lips barely moving.

Lonely island paradise . . .

Nothing ever happened on Niihau, a little island just 120 miles away from populous Oahu. No telephone or radio connected pastoral Niihau with the rest of the world. Even her island neighbor, Kauai, rarely got news from outside. The two hundred souls on Niihau knew nothing of the Mikado's war.

At 1:00 p.m. on December 7, a Jap plane crashed in a pineapple field.

Rushing out of his house Hawila Kaleo-hano, a native Hawaiian, was the first man to reach the plane. He had no idea where it came from or why a Jap was flying it. Nevertheless he relieved the pilot of his papers and pistol as he lay there stunned.

A crowd gathered around the plane. "The poor man is hurt," murmured the islanders. How could such a thing have happened out of their peaceful sky? They lifted the Jap tenderly and carried him to the house of Mr. Elmer Robinson of Kauai, who owned their island. That was where all the guests went.

When the flyer came to, Harada and Shintani, two local Japs.

interpreted for him. But they skipped the part where their fellow-national declared that Japan was now at war with America. So on the whole island these three men alone knew that a state of war existed and they planned to apprise the natives of the fact in their own way.

Two days later the Jap flyer had recovered enough to take leave of his generous hosts. The motor sampan from near-by Kauai was due on Friday. It would bring mail, and it would carry back news of the grounded Jap to the outside world. Before soldiers could be sent to capture their flyer, the three strategy-minded Nips thought, why not try on a little sneak-war of their own?

Harada went looking for the pistol Hawila Kaleo-hano had taken away from the flyer. His pal, Shintani, came openly to Kaleo-hano and requested the Jap's papers. The Hawaiian refused to give them up. Shintani told him the flyer would pay for the papers.

"Get the hell out of here," said Hawila Kaleo-hano in his best pidgin Japanese. He still didn't know what it was all about but he decided to find out.

Shintani, warned by his tone, disappeared.

An hour or so later, Kaleo-hano, keeping watch from his house, saw Harada and the pilot approaching with a Hawaiian boy. Harada held a pistol between the boy's shoulder blades. Slipping out the back

way, Kaleo-hano watched while the pilot searched the house. He didn't find the documents.

On Friday the three Japs declared war on Niihau. They did this Japan-style. They dismantled the machine gun from the wrecked plane, set it up on one of the Robinson carriages, and opened fire on the little town. The bewildered people ran in terror for the woods and beaches. Bright flames rose from the plane, which the Japs had set afire.

When night fell, they burned Kaleo-hano's pretty little house. While it burned, five brave Hawaiians rushed the big barn under fire from the machine gun and freed the horses. Then, led by Kaleo-hano, they galloped eighteen miles to the beach at Kii, where an emergency whaleboat lay. They shoved it to sea and rowed for ten hours across the rough waters of the thirty-mile channel to Kauai. They made it Saturday morning.

The Army dispatched a local, Japanese-born Lieutenant Mizuha with a squad of the 229th Infantry to Niihau to capture the three Japs.

Mr. and Mrs. Kanahale . . .

Meanwhile, leaving Shintani to hold the town with the machine gun, Harada and the pilot went after the Hawaiians, hoping to find them in the caves that lined the shore. Harada was armed with a rifle — the only

(Continued on Page 18)

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
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1 Col., 2"	\$ 28.00	\$ 90.00
Booster	\$ 5.00	\$ 18.00
Additional Booster Lines (ea.)	\$ 4.00	\$ 15.00

Infamy . . . (Continued from Page 17)

weapon of its kind on the island — which he had stolen from the big house; the pilot had a pistol stuck down his boot top. In one of the caves, they came upon a big Hawaiian named Benjamin Kanahale and his wife, so they ordered the peaceful couple to help them hunt the caves for Kaleo-hano and his bunch.

Benjamin, of course, knew the men had already left in their boat. But with his wife and the Japs following behind, he went along the shore crying, "Hawila! Hawila Kaleo-hano! Where have you gone?"

The party came to a halt beside a lava cliff that leaned out over the sea. The Jap flyer was losing patience. Eyes bulging with disappointment and anger, he yelled something at Harada.

"He says he'll kill you and everyone on the island."

"I am doing my best," answered the crafty Benjamin.

As he spoke, Harada, who had been carrying the ammunition, reached over to take the shotgun from the other, presumably to load it. Benjamin, who was six feet tall and husky, jumped. He landed smack on the flyer and sent him spinning among the rocks along the narrow strip of shore.

Then to Mrs. Kanahale's horror, the flyer pulled a pistol from his boot top. But in true warrior style, the good Hawaiian lady seized his arm and gave it a yank. Then she let go and dived at Harada, who was aiming the shotgun at pointblank range. While she was taking care of him, the pilot put a bullet in the stout Benjamin's ribs.

With the squawk of an angry seal, Benjamin staggered and closed in on the Jap, who fired a second time, the bullet entering the native's hip. A third bullet

hit Benjamin in the groin.

"Then," the Hawaiian reported later, "I got mad."

He picked the pilot up, lifted him high above his head, and slammed him with a mighty grunt against the jagged lava wall. The Jap lay still. Turning, Benjamin saw Harada trying to place the gun against his own stomach. As he pulled the trigger, the gun wobbled, kicked out, and the shot went wild. On the second try Harada succeeded in shooting himself.

Hearing a movement behind him, Benjamin turned to see his wife picking up a large rock.

"She was very *hu hu*, that woman," Benjamin said later. "She was real angry. She started in to beat that pilot's brains out. She did a pretty good job, too."

Then Benjamin sat down. He was not feeling well. He slumped against the cliff while his wife ran for help. But they were slow in coming: the horses were not saddled. Benjamin grew bored, got up, and walked to the village by himself. He recovered.

It is a story that will never be forgotten on Niihau, where nothing ever happens.

Memorial service . . .

On January 1, 1943, Fleet Chaplain Maguire spoke simply at a memorial service. The Daughters of Hawaii, in native dress and decorations, sang "Aloha O." They say anger edged the Chaplain's voice.

"Let no one think they died in vain. Our one hundred and thirty million Americans would glow if they had seen how our boys died. They manned their guns until the decks buckled under them from the heat. Not a whimper. Not a moan.

"It was glorious."

"Don't say we buried our

"Lost Life-Members"

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dead with sorrow. They died manfully. And we will avenge their deaths, come what may!"

In the cemetery on Nuana Heights the graves are marked with numbered wooden pegs. When the war is over, the bodies will be moved to their home valleys, prairies, cities, and hills.

Among our twenty-three dead, lie a dozen Japanese aviators.

The score ...

Our losses were 2,343 officers and men killed, and 1,272 wounded. Many of the 960 missing in action turned up weeks later. They had swum away from their burning ships to nearby vessels, which had set right out in pursuit of the Japs. Known Jap losses totaled forty-eight planes with their crews, and three midget submarines.

The battleships Arizona, Oklahoma, Nevada, and West Virginia had been so damaged that they would serve no military purpose for months to come. The Pennsylvania, Maryland, and Tennessee needed immediate repairs. In addition, the destroyers Shaw, Cassin, and Downes; the mine-layer Oglala; the old target training ship Utah, and a floating drydock were smashed or sunk. The cruisers Helena, Honolulu, and Raleigh; the seaplane tender Curtiss, and the repair ship Vestal were damaged. A year later when a final report was made to the American people, most of this damage had been repaired. Except for the Arizona which was lost to the Fleet, the Navy was completely restored and ready to begin its fight for the Pacific.

Seeks information of father

Kurt W. Bocian would like to hear from anyone who knew his father, CMM John Wilburn Burden.

He was a patient in the U.S. Naval Hospital at Pearl Harbor on December 7, 1941. He was normally assigned to the *USS Preble*.

He was later killed in action on the *USS Chevalier (DD-451)* on October 6, 1943.

Please write to Kurt W. Bocian, 550-5-8519, SFC, USA CRET, 24853 96th Ave Si #1, Kent, WA 98031-4869.

OFFICIAL PHSA MAGNETIC SEALS

Florida Chapter No. 6 is selling 12-inch diameter tri-colored magnetic PHSA Seals for \$8.00 each. Forward check and order to 2223 Hyde Park Road, Jacksonville, FL 32210.

The Day 'All Broke Loose'

By JAMES RICK
C-N Staff Writer

The fleet was in. The mighty ships, several abreast of one another, lay anchored in a type of arc around Ford Island in the bay at Pearl Harbor.

Most of the big ones were there, the juggernaut battleships and cruisers.

Fortunately, the aircraft carriers were away at sea.

It was Sunday, Dec. 7, a day of relative leisure, a time to spend the weekend in port. No special drills were scheduled.

It was about 7:55 a.m. when a drone was heard with increasing intensity. Then the first Japanese dive bomber from an aircraft carrier came in low. Right behind him came a massive group of nearly 200 Japanese aircraft, including torpedo planes, bombers and fighters.

The sneak attack was on. Savagely they riddled and strafed and bombed the island and harbor areas in the first wave, which lasted 20 to 30 minutes.

"Everything broke loose all of a sudden," said LeRoy Markley of Danville as he described that "Day of Infamy" 42 years ago at Pearl Harbor in the Hawaiian Islands.

Markley had joined the Navy in October 1940.

He was stationed aboard the *USS Phoenix*, a light cruiser, which was anchored with the fleet near Ford Island at Pearl Harbor on Dec 7, 1941.

Now 61 years old, Markley reminisced about how it was back then.

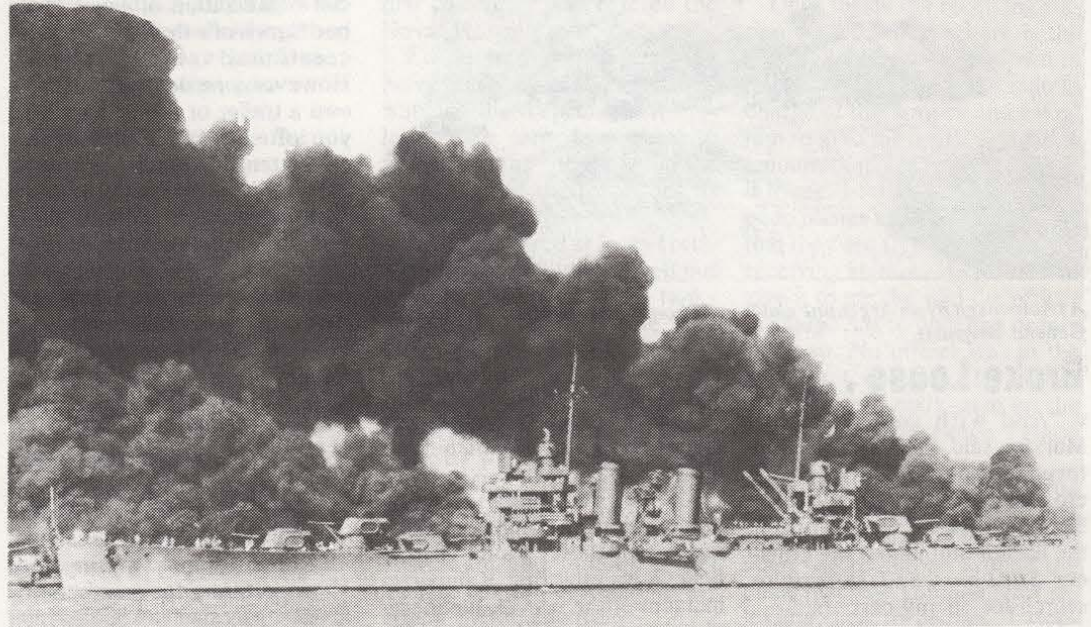
"On Pearl Harbor Day, I was sitting in the machine shop of the *Phoenix* filling out Christmas cards to send home.

"Then they announced over the PA system: 'Set condition three throughout the ship.'

"For crying out loud," thought Markley. "They are going to have a drill on Sunday."

It wasn't a drill. "The next thing I knew," Markley said, "I heard a guy pounding on our machinist's door and hollering, 'The Japs are up there bombing the hell out of us.'

"I looked at the guy's face and he was white as a ghost. Then



someone else screamed over the PA system to man the machine guns. I ran for my battle station way up near the bridge, and when I got topside, I looked across the bay just as the battleship *Arizona* blew up in a gigantic explosion."

In rapid succession, the battleships *West Virginia*, *Oklahoma* and *Utah* were sunk.

Then came the attack's second wave about 8:50 a.m. The Japanese withdrew shortly after 9 a.m., leaving U.S. Navy casualties of more than 2,700 men. Of these, more than 2,000 were fatalities. Army casualties exceeded 600 men, of whom more than 200 were killed.

The attack had destroyed three U.S. battleships, and had damaged five others. Three cruisers, three destroyers, a mine sweeper, and a repair ship also were heavily damaged or put out of action by the Japanese attack.

Markley said that after the initial manning of the battle stations on the *Phoenix*, "We started bringing the ammo up for the machine guns from below. As the flames from the *Arizona* billowed high across the horizon, the next thing I remember was a plane coming in right at us, strafing its way with the bullets ripping into the water as he sped closer. I wasn't manning a

gun, so I dove under the No. 2 gun turret, and about 20 guys piled in on top of me.

"But we were lucky, as always. The destroyer, *USS Bagley*, opened up on him and gunned him out of the sky before he reached us."

"Our good fortune held up time and time again in combat. In fact, we became known in the newspapers as the 'luckiest ship in the fleet.' We continued to go through the war unscathed by a major blow, though our ship was awarded nine battle stars for combat."

After the *Phoenix* fought off the initial attack at Pearl Harbor, she cast off and attempted to get out of the bay by the north channel. But she turned back because it was reported that

submarines were being spotted there and the sub nets were closed.

When the second wave of the Japanese attack ended, the *Phoenix* tried again to get out of the target area but the battleship *USS Nevada* was aground, blocking the exit, so she turned and went past Battleship Row.

Markley said it was rumored that authorities "wouldn't let us out of the channel because of the risk of opening the nets and letting the subs in. There was plenty of turmoil going on.

"Then our skipper, Capt. Herman Fisher, barked out, 'Open the nets because we are coming through.' He wasn't going to let our ship with its 800-plus crew be trapped inside the harbor. (Continued on Page 20)

4th DISTRICT CONVENTION

Fourth District Director, Bill Eckel, is happy to announce that our National President, Dale Speelman, will be coming to our first 4th District Convention to be held in Shreveport, LA, on October 12 through the 14th, 1984.

A Day at the Races is planned for October 11 with our National President presenting a trophy to the winner of the PHSA Race (at Louisiana Downs).

Bill wants to remind the 4th District members to get those hotel reservations in by September 1st (Deadline) as rooms in the area are hard to come by in October due to the races and the State Fair.

Hoping to see everyone come out and enjoy the weekend with your PHSA friends.



A photo taken by an Argentine sailor in lifeboat shows the sinking of cruiser General Beigrano.

Broke Loose . . . (Continued from Page 17)

"And with good reason," Markley said, "for reportedly, a torpedo from a two-man sub crossed in front of our bow then, but nonetheless, we got out of the harbor and joined the cruisers *St. Louis* and *Detroit* to search for enemy carriers."

He said that by then the aircraft activity ended. "But sadly, that night, some of our own planes got shot out of the sky as they came in from elsewhere to help out. It was mistaken identity at night."

Markley said it also was claimed that during the first four days after the war started, the ship was a decoy for the subs. "We would slow down, stop, back up, go ahead again, trying to get them to throw torpedoes at us so that we could drop depth charges on them. While standing watch, I in fact heard the depth charges going off, so there had to be subs around."

The *Phoenix* then had a crew of more than 800; later in the war it had 1,300.

Markley said the *Phoenix* was in more than 30 combats. "During one of these, I saw what I believe was the first Kamikaze incident of the war. A Japanese plane came down between the stack of the *H.M.S. Australia* in the Philippines. The explosion heavily damaged the ship. At first, all our guys thought it was an accident, but later, we learned differently."

The *Phoenix* also was in such battles as Guadalcanal, New Guinea, Bornea, Los Negros, Corregidor, Luzon, Leyte and Leyte Gulf. The latter occurred in October 1944 and is considered the largest sea battle ever. The *Phoenix*, with its 15 six-inch guns, and eight five-inch guns, was the flagship of the Cruiser Div. 15 of the Seventh Fleet.

Markley said he doesn't believe in war today, but he believes the U.S. needs an arms buildup to "prevent another Pearl Harbor. "The U.S. and Soviets are smart enough to blow each other up. But if you keep your arms built up, you may prevent another such sneak attack."

But he doesn't agree with paying a proposed \$300 to \$400 million to refit old battleships. "I think the surface Navy is obsolete, except for the carriers. The real need now is the subs. But otherwise it would be a waste of money. The Falklands War proved that."

Markley served on the *Phoenix* 4½ years. He completed his full six-year enlistment in 1946.

Pearl Harbor Survivors Club

The Pearl Harbor Survivors RV Club is an independent social organization of Pearl Harbor Survivors that are also recreational vehicle owners. However, one does not have to own a trailer or motor home. If you often rent an RV, travel with a tent in your trunk, camp out in a van, or usually stay at camp grounds instead of motels, you are invited to join our group. The purpose of the club is to foster the fellowship of members through-out the United States by the following means:

- (1) Publish an updated club roster to enable members to establish contacts to assist in travel routes, arrange for campsites and/or overnight stopovers, obtain local information and offering the opportunity for members to get-together while traveling. This also makes available to all members a "friend-in-need" to offer a helping hand through-out the United States, in the event an emergency occurs while a member is traveling away from his home area.
- (2) When feasible coordinate plans for groups of members

In 1951, the *Phoenix* was sold for \$7.8 million to Argentina and commissioned in the Argentine navy as the "A.R.A. *General Belgrano*."

It came to prominence again in the Falkland War. Armed with surface-to-air Seacat missiles, the *Belgrano* reportedly had more firepower than any ship of the British fleet.

But the luck of the former *Phoenix* was about to run its course. The British nuclear-powered attack submarine, *H.M.S. Conqueror*, fired two wire-guided torpedoes which shattered the hull of the 13.6 ton *Belgrano*.

Going down in 40 minutes, it was the largest warship sunk in naval combat since 1945. Of its 1,048 crewmen, 350 were lost.

Markley said that until that sinking, the vessel had carried the distinction as being the last surviving ship from the Pearl Harbor attack still in commission.

traveling to Pearl Harbor Survivor Association state, district and national reunions and conventions for en-route and destination caravans, campgrounds and RV functions.

- (3) Encourage the forming of local organized units whenever there is a sufficient concentration of members in a local area to promote rallies, trips and other RV group activities.

The Club was conceived December 4, 1982, at the PHS National Convention in San Antonio, Texas, when 125 PHS members attended in RVs; club officers were appointed to lay the groundwork and get the club organized. However, due to unforeseen circumstances, the president made an extended trip to New York, the vice-president, West was laid up with rheumatoid arthritis, and the secretary/treasurer was off from home over half of the year. Except for acceptance of members, not much was accomplished in 1983 and memberships were extended until December 1984. To complete our organizational phase and get operational we still have quite a bit to accomplish. We need to expand our membership so that we have active members nationwide covering all 48 continental U.S. states. Club Constitution and By-Laws need to be approved by the general membership. A rough draft has been made up. They need to be printed and sent to the members for approval. Action needs to be taken for election of officers for the 1985/1986 term and appointment of district and state representatives. Local units need to be started and take an active part in participation of club functions and activities (the last questionnaire sent to all club members resulted in a less than 50% response).

On the positive side, the start of 1984 saw us with 96 members representing all eight PHS districts and covering 26 six states from coast to coast. Our members in California are conducting more and more organized RV functions and activi-

(Continued on Page 21)



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U.S.S. SAN FRANCISCO AT WAR

When England went to war with Germany, the *USS San Francisco* was also at war. Neutrality patrol in the Atlantic and in the Caribbean. The ship was shifted from the Caribbean to Pearl Harbor. The same routine around the Islands, two weeks out, one week in. Darken ship condition watches, gun watches at the 5-25" caliber guns service ammunition at the gun boxes.

After the fleet maneuvers in 1939 and the cruise around South America, patrol duty. The ship was in bad need of repairs. Boilers needed cleaning, the engines needed overhaul. Many of us had not seen our families for a long period of time. All hoping for an overhaul in the States. But the ship ended up in the Pearl Harbor Navy Yard.

The *Pennsylvania* took our place in the dry dock due to rudder damage. All the bombs that went into her was meant for the *San Francisco*. The *San Francisco* did not have any battle damage because we were not where we were supposed to be.

December 7, 1941 — While in the Navy Yard for overhaul, a bunch of us Catholic sailors used to walk from the pier to Block Recreation Center for Catholic services. Captain Callighan saw us walking together,

and asked us in the future to wait for him, and we would all walk together. As we walked together we talked of things back home. Nothing about what goes on in the ship.

December 7, 1941 — We all waited for the Captain on the dock at the gangway. I noticed the absentee pennant flying from the mast. So, we left for church.

Not too far away from the ship we heard dive bombers coming down on Ford Island. I said to my shipmates, my gosh they are practicing on Sunday! (During the week our carrier planes were doing this.) We all heard a big explosion and black smoke coming up into the air from Ford Island. I remembered the carrier plane hit his target.

As we approached the receiving station and the boat landing I soon realized what the hell was going on. I had seen dive bombers over Hickam Field. Sailors lined up to get on buses for Honolulu. Low over the receiving barracks came the torpedo planes. They were open cockpits with a rear machine gunner. And he cut down the line of sailors that were waiting to board the buses. I saw that red ball on the wings and side of the plane, and the red blood coming out of the white uniforms of the sailors who were waiting for the

buses. I am sure these were the first casualties that entered the Naval Hospital.

I dove into a ditch near the Navy landing and laid there and watched the torpedo planes release their torpedoes close to the area of the sub base and the explosions of the torpedoes as they hit the ships.

Being as scared as I was I realized that I must get the hell out of here. For all the oil tanks were not far away from me. And if they hit them I would not have a chance.

I ran as fast as I could to the Block Recreation Center. There were all the people assembled for the Catholic Mass — Enlisted and Officers. The Catholic Chaplain gave us general absolution and told us to get back to our ships, we are under attack by the enemy.

I was really scared. How am I going to get back with those torpedo planes and dive bombers still flying around the open space between the center and the receiving station. In a white uniform I am a dead target. I got out of there and ran and kept away from the group. I got to the receiving station, and a torpedo plane that had already released his torpedo, I don't know if it was me or the group of people behind me. I dove under a car at the front entrance of the receiving station. The next day I realized that the back of my uniform

was black with oil.

Once inside the receiving station I asked them where is the armory? They told me down in the basement. I saw the man in charge of the armory and asked him to give me a rifle and some ammunition. He refused to give it to me. I told him that the torpedo planes are easy targets and that they are flying low over the receiving station. He refused to give it to me, he said the officer in charge has to give him orders to do so. No officer was in the building. (November 22, 1940, I qualified as a marksman on the US Navy Rifle range Palaoa Point T.H.)

As hopeless as everything was I was determined to get back to the ship. The torpedo planes were still all around the place machine gunning after releasing their torpedoes. I stepped out of the door of the receiving station to run across an open space and a new building that was being built. As I was ready to make a run for it a torpedo plane came in and machined gunned down a sailor who was standing against the outside wall of the building. I don't know if it was the same torpedo plane. But I made a mad dash for the building that was under construction from the receiving station. I dove and got behind the concrete footing of the building. When I heard machine gun bul-

(Continued on Page 22)

ITEMS FOR SALE

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(Sizes: 6 ⁵ / ₈ , 6 ⁷ / ₈ , 7, 7 ¹ / ₈ , 7 ¹ / ₄ , 7 ³ / ₈ , 7 ¹ / ₂ , 7 ⁷ / ₈)	
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DECALS (Windshield)25
LAPEL PINS	8.50
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OFFICIAL PHSA FLAG	45.00
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GOLD EMBROIDERED EMBLEM	1.50

(Checks or money orders are to be made payable to PHSA, INC., and mailed to the National Storekeeper's Office.)

Survivors Club . . . (Continued from Page 20)

ties. The last questionnaire resulting in almost 25 members from 11 states (CA, FL, AZ, NV, CO, WA, MN, MI, PA, WY, & LA) asking other members to stop by, most offering parking space with some hook-ups, the rest with campground close by. A club bumper sticker has been made up and negotiations are under way for printing. *RV'N ON*, a national monthly RV'ers mini-newspaper, has agreed to publish our club news each issue provided sufficient members subscribe and have given our club members a discount rate for subscriptions. They gave us a "welcome aboard" write-up in February, a

full page in March and requested input for the May issue. To date about one-third of our members have subscribed. It is hoped that when our members see that they are giving us coverage most of our members will also do so.

We do have the start of a good club, and with a little more effort on the part of all members we could have one of the best RV clubs in the United States. Let's target for 200 active members by the end of 1984.

Please contact Ken Behl, 1480 Morgan Dr., Merritt Island, FL 32952, for further information or for application for membership. Initial dues, through Dec. 7th, 1984, are \$5.

San Francisco . . .

(Continued from Page 21)

lets breaking lumber (frame work) all around me I was scared to hell. I just stayed there and made damn sure I could not hear another plane engine and no further problem to the *San Francisco*.

When I got aboard the 'Frisco the officer of the deck asked me where is your hat? A new ensign out of the academy you would not recognize my white uniform, mud, oil. I walked to another officer and asked him could we get rifles from the armory to get at these torpedo planes that are flying around. The armory was opened up and ammunition was issued out. The fan tail of the *San Francisco* was full of people with rifles, no torpedo planes were around. I got scared how some of the sailors were handling them. The dive bombers were now out of the way and the high altitude bombers were coming in. The *New Orleans* was tied up across the dock from us. We had no ammunition aboard ship, it was all at West Lock while we were under repair. I helped to carry from the *New Orleans* 5-25" shells to our ship so that we could fire our guns.

Our shell bursts were far below the altitude bombers. When I watched the bombers release the bombs they were coming down end over end. Not like the dive bombers that released their bombs. I was on the top side when the Arizona blew up. It was a terrific light bluish flame. It obscured the whole area. There was no question in my mind that the bomb hit the magazine. The Friday before the attack the San Francisco baseball team, which I was a member of played the Arizona team. They beat the heck out of us 12-2. I understand that they are all inside the ship. They must have looked forward to playing their Sunday game. As I still stand on the main deck of the 'Frisco I still could see the heavy black smoke and the fire around the Arizona and the West Virginia and the boats in the water picking up the survivors. And the Oklahoma, her bottom sticking out of the water. The 'Frisco shipfitters worked day and night cutting through the bottom of the ship where they heard tapping inside of the ship. They had saved some. But the horrible tragedy of Pearl Harbor are those who had to

slowly suffocate and die inside of a ship. When the ship was uprighted to find men inside with their fingers chewed off due to suffocation it would be easy to die with a machine gun bullet, or being blown up in a ship, but waiting to die without air is horrible. How many did die trapped inside the *Oklahoma*?

As the high altitude bombers were still coming in, Chief Hopkins got a hold of me on the well deck of the 'Frisco. I want you and Clark to go down to the forward engine room and get all the lumber out of the fuel oil tanks and close up the manhole covers of the tanks. (Yard workmen putting heating coils in tanks (you talk about two men working fast. On the intercom system Japanese bombers coming in. We were doing well till a bomb hit the *Honolulu*. I was inside of the oil tank handing lumber to Clark. With the steel plates moving and knocking me down inside the oil tank, I felt the ship had been hit. I got out of the tank as fast as I could. Up through the engine room hatch to the well deck. I don't know when Clark left, he disappeared fast. Who do I meet at the well deck but Hopkins. He says to me, what are you doing up here, you are supposed to close up the oil tanks. I told him the ship is hit and I got out of the oil tank. He pushed me down the ladder from the well deck to the forward mess hall. Thank God I didn't have any broken bones. I wish that I did. I found Clark in a

corner of the forward mess hall and I told him let's get this job over with. And I told him if you hear on the intercom system that the Japanese bombers are coming let me know so I can get out of this oil tank (which is under the water line). So Clark and I got out of the engine room and ready to make a dash for it if the ship was hit. We finally got the tank covers on, bolted up and ready to take on oil.

What a hell of a Sunday. I don't remember eating anything all day. but one thing that will stick in my mind, the air raids are all over with. The black smoke and fire still coming out of the *Arizona*, the men working to get inside of the *Oklahoma*. I am on the fan tail of the 'Frisco and I see a man coming up the ladder at the end of the pier covered with black fuel oil, calling help me help me. I grabbed a bunch of skivvies shirts from the clothes lines on the fan tail and ran to the well deck and told the O.D. that there is someone who needs help. I wiped his face and the front of his body, he was only in his skivvie shorts. With the oil all the flesh of his body came off. He was dead at my feet. I ran to the O.D. and told him please do something.

That night they put target rafts at the stern of the ships because of midget Jap submarines in the harbor.

What a miserable day, tired, worn out, I said my prayers that I would be alive the next day and fell asleep on my bunk and all hell broke loose, general quarters. The Japs are back again. Here we are shooting down nine of our own carrier planes.

Michael J. Rusbashan
USS San Francisco

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 \$200.00, Siladium \$100.00
Payment must accompany your order.

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Ring: Gold _____ Siladium _____ Size _____ Initials _____

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Mail to PHSA Ring, 823 East Shady Lake Dr., Salt Lake City, UT 84106 •
Phone 801/484-9291 (Allow minimum of 60 days for delivery)

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.

Note

In the April issue of the *GRAM*, 1984, we ran a notice that a PHSA cap was found during the Texas flood. Here is more information on the cap.

On the cap is embroidered in script: Marine Detail, *USS Helena*, Marine Det., *USS Helena*, PHSA. If you have lost this and wish to contact J. Burnett, Box 292, Liberty Hill, TX 78642, he will see that it is returned to you.

Thieves Score Hit on War Memorial

Reprinted from *Newsday*
By DON SMITH

Bay Shore — Thieves apparently equipped with power tools have stolen a heavy, bronze torpedo-loading door and two commemorative plaques from World War II memorial at the town marina.

The round loading door — about two or three feet in diameter — and the two plaques were bolted into the memorial's brick foundation. Atop the foundation, a torpedo rests on concrete pedestals. The memorial has been at the marina since 1979.

"This wasn't the work of some kids out on a lark or a wino looking to come up with scrap for the price of a bottle," John Flynn, president of the Suffolk Chapter of the U.S. Submarine Veterans of World War II, said yesterday. "Whoever did it came in with a truck with a hoist and with a generator to run a power saw to cut through the bolts and the welding. That door weighs between 500 and 1,000 pounds. I only hope it fell on their feet . . ."

"They also walked off with two plaques," said LeRoy Williamson, a senior building inspector for the town and a submarine veteran, " — one from the Veterans of Foreign Wars and one commemorating the U.S. dead in the Pearl Harbor attack."

The thefts, discovered by a town worker, are at least the third instance of a town war memorial being dismantled by vandals or thieves. A 180-pound bronze eagle that was placed atop a World War I memorial

next to Islip Town Hall in 1924 was stolen in 1973 and not found for 10 years. Returned to its perch last year, the eagle was stolen again a couple of months later. That time, however, the vandals were caught in the act, and the bird was recovered immediately.

Flynn's group, aided by Islip Councilman Norman DeMott, a veteran of submarine service, had campaigned for the submarine memorial to be erected at the town marina and secured the donation of a torpedo and the torpedo loading-tube door. The town donated the land and the installation work and cares for the memorial.

"This is a monument to all servicemen but it is particularly for those 3,355 officers and men in submarine service who gave their lives," said Islip Supervisor Michael LoGrande, describing its desecration as a "vile act."

Flynn noted that bronze is currently worth 35 cents a pound, making the missing door worth only \$175 to \$300 as scrap, but he and others claim the door is far more valuable as a memorial.

"People don't have World War II submarines hanging around the backyard," Flynn said. "We are going to have to put out the word to chapters around the country and keep our fingers crossed that someone may know where a door could be found."

A cash reward was announced by the Suffolk veterans' organizations for information leading to the arrest and indictment of those responsible for the desecration of a World War II memorial at the Bay Shore Marina. Damage was estimated at more than \$25,000.

Tom Kaiser of Lindenhurst, chairman of the Missing-in-Action Committee of the State American Legion and past county commander of the Veterans of Foreign Wars, made the reward offer on behalf of the Suffolk groups.

Also taken was an 8-foot American flag.



Pearl Harbor Ceremony — Members of Texas Chapter #1 of PHSVA conducted a ceremony on the anniversary of the attack on Pearl Harbor. A Coast Guard vessel from Port O'Connor took members out in the bay to lay a wreath to honor fallen comrades. From left to right: The Rev. Jerre Guthrie-Louise minister who was the only one who was not an association member — Joe Chilcoat — W.B. Brown — Aubrey Cox — O.H. "Jack" Sauer and Wilson Rutherford.

Benny Golding Found

For years a good many sailors from the battleship *USS Pennsylvania* have been asking their former shipmates that old familiar saying; "does anyone know what happened to Benny Golding?" or, "has anyone got any information on Ben Golding?"

At every reunion, conference, convention or group, this message was heard in general conversation. It was said of other sailors from this ship too, but Ben was special. He was loved and admired by all.

I was pleasantly surprised to receive a letter from Charles Hubbert, now residing in Las Vegas, Nevada. He informed me that Ben was coming through "Fun City" pulling a trailer from Oregon to Arizona and would be stopping for a few days. Charles knew his close friends (Ben's) would enjoy meeting this "phantom," so he wrote to me and I called those in this area, while he contacted

The vandals also attempted to remove the bronze plaque sponsored by the New York Chapter of the First Marine Division, Kaiser said.

Kaiser said the veterans groups are offering a \$200 cash reward in the case.

others he knew.

Needless to say, the word spread and the party grew. Charles and Ruby and a few of their house guests planned and prepared a buffet dinner for Saturday afternoon (January 14th). Nearly all of the "White Hats" from the Pennsy were Gunner's Mates or strikers at Pearl, Dec. 7th. Most of us were from the 6th Division, the others were "turret" sailors who helped us at the guns that morning. This impromptu reunion was far better than most of the planned meetings held in the past.

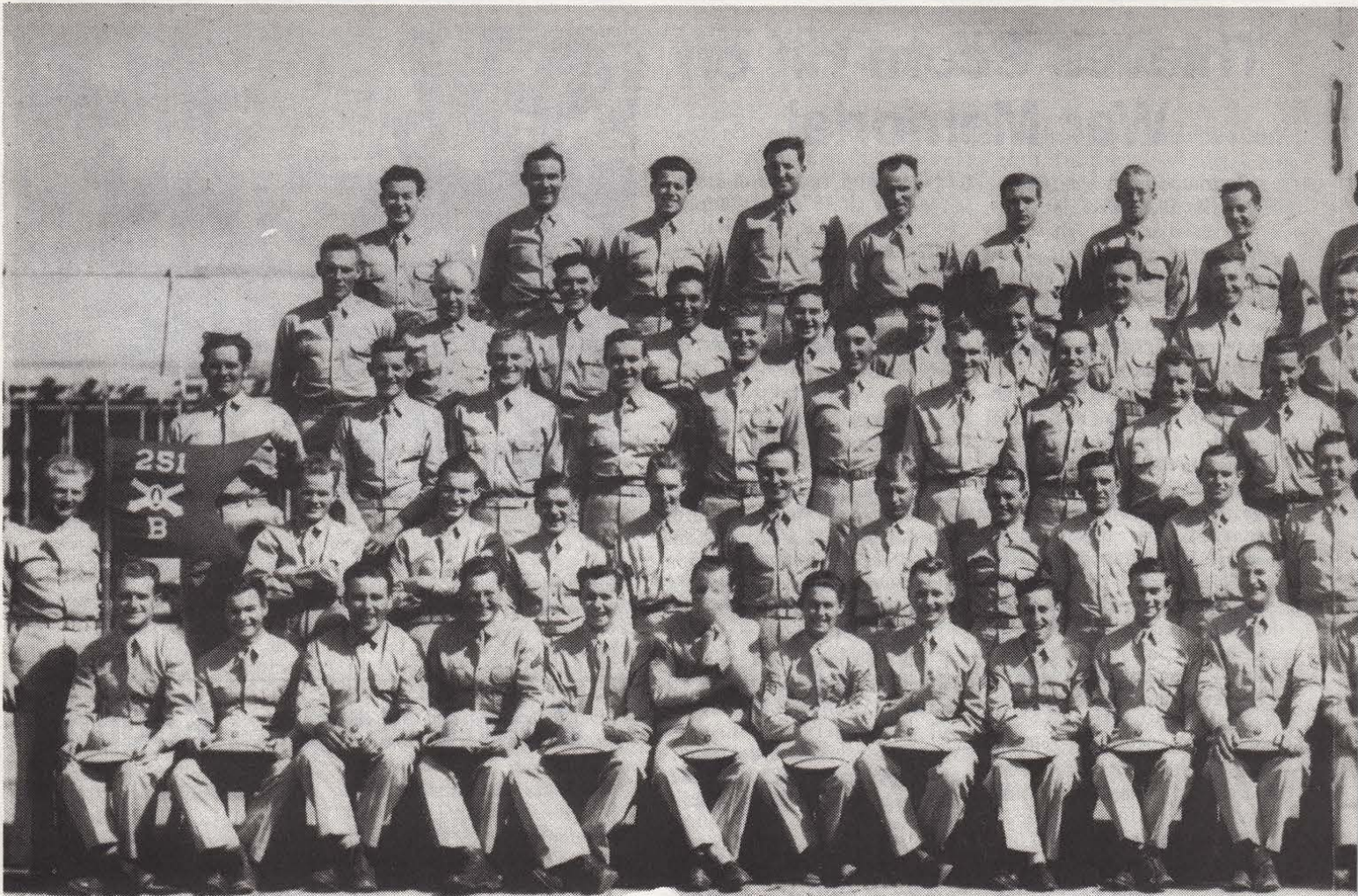
"Hub" made arrangements for a great Sunday Champagne Brunch at the top of the "Landmark" Hotel. (This is the Hotel that the *GRAM* had made mention of in the January issue — rooms for \$25 a night for PH survivors). Several of us took advantage of this offer and were very pleased with our rooms and the treatment we received.

We regrouped again at the Hubberts, and most of us came to say our farewells that Sunday afternoon, and to commit ourselves to do this at another time — and at the convention in Fresno in May.

Charles Serr

VAV's Representatives

McClelland Memorial Veterans Hospital
Little Rock, Arkansas
Howard E. Riley (Indefinite)
Bob Hughes (Deputy) (Indefinite)
Raul Ross (Deputy) (Indefinite)
Harold F. Cook
National VAV's Representative
Pearl Harbor Survivors Assoc. Inc.



BATTERY "B," 251st COAST ARTILLERY

Captain Clyde L. Randall

1st Lt. Robert H. Thompson

1st Lt. Joseph A. Rod

2nd Lt. Lilbourne W. Sh

FIRST SERGEANT
Laverne W. Rose

STAFF SERGEANTS

Herbert J. Childress
Jack R. Lewis

Frank E. Seiveno

SERGEANTS

William A. Carnett
Raymond A. Curll
Kenneth H. Hendren
Louis F. Key
Jerome R. Robertson

Fred E. Van Auken
Eugene C. Camp
John L. Gill
Kenneth K. Little

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Lowell E. Donnelly
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Frank D. Morales
William R. Morgan

Robert H. Schmall
Ted W. Smith
Donald R. Resch
Bennie C. Smith
George E. Traub
Robert R. Webster
Rudolph F. Yanes

PRIVATES F

Virgil O. Asman
Willard E. Bartusch
Dillon B. Brown
Frederick J. Boulais
George W. Bullock
Jake Cardenez
Perry J. Coon
Howard S. Davidson
Paul B. Devyatkin
Albert DiDomenico
George F. Didyoung
Edmundo L. Molina
Ventura Noreiga
William J. O'Halloran
Thomas M. Pablo
Richard A. Peterson
Peter A. Schmidt
Robert B. Scott
Russell M. Seiveno



Y (AA) • CAMP MALAKOLE, T. H.

Commanding Officer.
son, Executive Officer
ney, Range Officer
rrod, Gunnery Officer

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 Amancio Everett
 Kenneth E. Fansler
 Carl Gerde
 Earl S. Grinnell
 Lawrence H. Haggard
 Theodore E. Ivey
 James W. Jarvis
 George P. Leal
 Lester L. Letourneau
 Gerald E. McElroy
 Jack Stoner
 Walter R. Straub
 Charles E. Swisher
 Clifford E. Taylor
 Charles E. Tommisser
 Reynaldo G. Valencia
 Leo A. Villanova
 Anton F. Waldman

PRIVATE

Clarence D. Burke
 Andrew T. Cooley
 Joseph Davis
 Park L. Davis
 John W. Defrees
 Francis G. Deubler
 James P. Dineen
 Clarence A. Dionne
 Paul H. Dullanty
 Gerald O. Dunn
 James J. Dwyer
 Gilbert Edwards
 Edward N. Egbert
 Clarence F. Elbert
 Olen R. English
 Emmett W. Ellis
 Manuel V. Enriquez
 Jacob Erlenbach, Jr.
 Earl F. Jones
 Miles S. Kalageorgevich
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 Russell J. Kelly
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Paul Shish
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 Anthoney M. Szymczak
 Joseph T. Wangen
 Floyd L. Welch
 Irwin G. Westphal
 Thomas W. White
 Earl J. Wickett
 Leonard H. Wollard
 Fred R. Yacovene
 James F. Yockey

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

This time around the country with PHSA, lets start with our friends up in the northeastern section, Granite State Chapter of New Hampshire.

Their Memorial Day observance was at the Cathedral of the Pines, Rindge, NH. Chapter members along with other Veterans Organizations were well represented in their annual memorial tribute to our servicemen.

National President Dave Speelman was present to place a wreath at the Altar of the Nation and say a few words on behalf of all survivors.

Their Memorial Day Picnic was held on the 27th of May at the summer camp of Mrs. Florence Ross, on Scott Pond east of Fitzwilliam, NH. From all reports everyone had a wonderful time.

Staying up north but heading west we will stop to visit with the members of Twin City Chapter from Minn.

During the early part of May they had a meeting at the Sheraton Hotel in St. Paul. There were 64 members and friends present with State Chairman Ray Witt also present to give a report on his trip to Australia

and their meeting with a Veterans group in Australia who function much the same way as PHSA.

Chapter President Herman Hinrichs told of the ongoing sales of their "Commemorative Plate" as offered in the *Gram*. And Ed Lorenze told about his experiences in Hawaii as he presented "Plate Number One" to Gary Cummins at the Arizona Memorial.

Their guest speaker was Captain Richard Shurts, head of recruiting for the Navy. During his presentation he showed slides of how the new reorganization of the Navy's "Battle Groups" will operate. This is all part of the Navy's effort to rebuild and become the very best in the world.

Ted Weeks was appointed as the new Historian for the Twin Cities chapter, he replaces Bob Hudson. The three chapters in the state of Minnesota remain optimistic about the future and continue to work hard in an effort to — KEEP AMERICA ALERT and to REMEMBER PEARL HARBOR.

Heading over to the State of Indiana and chapter #1. They inform the *Gram* that they met at the Cambridge Inn, in Indi-

anapolis during the month of April. After dinner they held their business meeting and nominations were made for officers for the coming year.

New Officers elected were: President, Charles Newkirk — Vice President, Dan Winkler — Secretary, Jim Wyatt — and Treasurer, Jack Sanford. Trustees: Voler Viles, Ernie Bough and John Berlier.

Their June 24th picnic as to the site was still up in the air at this printing, with four possible sites suggested.

State Chairman Ralph Moore reported that he was waiting to hear from chapter 2 on a possible site for the State Meeting. Dorothy Roberts said she would be giving a helping hand in making out a new Chapter One Roster, with addresses and telephone numbers.

Northern Indiana chapter 2 members recently entertained at dinner in Merrillville, IN. Past Indiana State Chairman Harold Kern (*USS Nevada*) and his wife Mary Louise, who are now active in Lilac City Chapter 1, Spokane, WA, were their special guests.

Heading out to hot and sunny California and to the extreme southern end, San Diego Chapter 3 the "Carnation Chapter" informs us that security has been tightened at Military Bases across the nation and persons with military IDs and auto decals have no problems entering these bases, but those non-military persons must show personal identification and their PHSA 1984 membership card or life membership card before you can gain entrance to the base.

The chapter has finally been given the OK to install their Memorial Plaque at the Broadway Pier. Jim Bostick reports that work will go ahead immediately on this project. There are tentative plans to have a ceremony when the installation is completed, but the official commemoration will not be until their December 7th services (which will be the 9th, 1984). More on this at a later date.

A note of caution from chapter 3. The Social Security Administration has learned of a television commercial recently placed by a private firm with stations throughout the country suggesting that workers use its service to obtain a statement of their Social Security earnings record. Like many other such ads, this one offers to do, for a fee of \$10 what SSA does for free.

Due to the chapter donation to the Cerebral Palsy Association during their "Weekend with the Stars" telethon, they were recognized during the program and received a very nice letter of thanks from Mrs. Robert E. Sink, President of the Cerebral Palsy Association of San Diego.

During the month of May they held their meeting at the Bahia at Mission Beach, for a brunch with the meeting following.

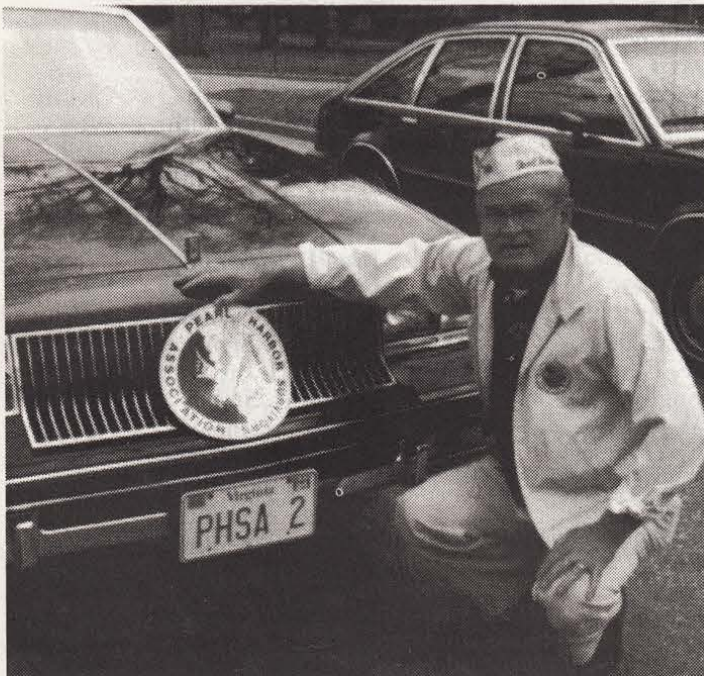
Coming up later this year will be their cocktail-dinner cruise on San Diego Bay. More on this later in the next issue of the *Gram*.

Over in neighboring chapter 24 in Escondido and at their May meeting they paid a wonderful tribute to their patriarch, Bryan Thomas, as he celebrated his 88th birthday. It was his day and will be remembered as a happy feeling by all who attended.

Paying the chapter a visit from up north in the high mountain country of California were Joe and Ann Nemish from Chapter 19.

During the month of June they held their meeting at the Grape Day park in Escondido with a special menu, music and a lot of fun. Their chapter theme is: "Let the Good Times Roll." The success of this all depends on the membership of chapter 24. As they say in their Newsletter, "reach out and touch a Fellow Survivor."

Memorial Services at the end of May were held with the Allied Veteran's Council at Oak Hill Cemetery. It was a wonderful turn-out with coffee and doughnuts preceding the Memorial Services. After the services it was a turkey luncheon at the Memorial Bldg.



Brandon Perkins, Vice President of Virginia chapter 4, with PHSA logo and VA license plates.

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

Plans are now being made for their annual summer picnic in July at Dixon Lake. This is always a big success and fun time so plan to attend.

Jumping up north to Orange County and to Chapter 14 of Los Alamitos, they inform the *Gram* that they had a wonderful turnout and they all enjoyed delicious food and good fellowship for their April meeting at the American Legion Post 716 in Los Alamitos.

During the month of May their meeting was held at the Elks Lodge in Long Beach. They honored the many mothers within the chapter with the theme being: "Get that sweet lady out of the kitchen for at least a day." Needless to say there were many mothers present for this May meeting.

Also during the month of May the chapter participated in Memorial Services at Forest Lawn Cemetery in Cypress, CA.

The following members enjoyed the Steak and Clam feed at the Feather River Chapter 25 to the north. They were Cliff and Dorothy Pederson, Earl and Pat Cordsy, John and Fran Johnson. They thoroughly enjoyed the friendly hospitality of Lloyd Scott and his crew.

And last but not least was their annual 4th of July parade in Huntington Beach. As usual the parade line of march was filled with spectators who gave them a standing ovation that brought a tear or two to the eyes of several marching survivors. It was something to behold. This was "Keep America Alert!" and "Remember Pearl Harbor!" Survivors they haven't forgotten.

Let's get out of thi hot summer weather in California and head back east once again and stop in the State of Illinois.

Chapter 1 held their March meeting at the VFW Post in St. Charles, IL. The meeting opened with the pledge of allegiance which was led by V. P. Mihalka, followed with the PHSA prayer given by chapter chaplain, Ellerbrock.

During the meeting such items as the increase in cost of communicating, postage, printing the Newsletter and the decrease of chapter funds brought up much discussion.

After much more discussion on a motion to charge chapter dues they called for the question, with the motion being passed. Beginning in July 84, membership cards will be issued to chapter members upon payment of the dues to the chapter treasurer.

The chapter also passed a motion to purchase two (2) PHSA Flags to be made available for funerals and parades and other such functions where they might be needed.

During the month of June many survivors met in Milwaukee, WI, at the Ramada Sands, for the fifth District Convention. While there, they traveled to a night at the good old ballgame to see the California Angels vs. the Milwaukee Brewers. No report as to who won the game. On Saturday the 30th they held their business meeting with the election of 5th District Financial Secretary.

During the business meeting hours, the busses were loaded with the ladies for a tour of the Domes. That afternoon many of the survivors took a tour of the Miller Brewery. That evening it was Banquet time with delicious food being served and then dancing until the wee hours of the night to the music of the Hiliters. It was music from the forties to the Eighties.

On Sunday morning the busses were loaded once again for the Memorial Services at the Lake Front War Memorial.

Illinois Chapter 2 held their meeting, dinner and dance during the month of June, at the VFW Post in St. Havana, IL. This was another fun filled evening for PHSA members.

The Memorial Day Parade held by the Round Lake Veteran's Association was well represented by PHSA during the month of May.

Getting on down to the southeastern tip of the good old USA we find our many friends in



Cookie Martin presenting Sarge Cook of Florida with plaque in appreciation of his duties to the Sons and Daughters Assoc. Far left, Ben Begley, Florida Chapter 1 president

PHSA Suncoast Florida Chapter 1 hosting and honoring Sarg Cook during their February meeting, dinner function at Chief Charlies' Restaurant, in Seminole, FL. In attendance were eighty-nine members, wives and guests.

Special guests and VIP's were Clyde Hudson, Sixth District Director — Robert McClintock, Florida State Chairman — Chester Millman, Maryland State Chairman — Cheryl Martin, First President, of Sons and Daughters, PHS. and Debra Guest, Current Vice President of SD's-PHS.

It was a surprise party for Sarg Cook for his hard work with the Sons and Daughter's Association. Presenting him with an award were his daughters Cheryl and Debra. As Sarg puts it: The Sons and Daughter's are the greatest!

By the end of the evening, everyone went home a little wetter, fuller and happier, especially, Sarg. They say Sarg was speechless, which is quite unusual.

Once again during the month of April Chapter 1 held their

(Continued on Page 28)



Sarge getting a big kiss and hug from daughter Cookie after presentation.

HONOR

Sarge Cook was honored by the Sons and Daughters Assoc., recently for his efforts in bringing its members together in a nationwide organization. Sarge was presented with a plaque by his daughter Cheryl "Cookie" Martin of Mooresville, NC.

"Cookie" was the first president of the Sons and Daughters Assoc., which was formed in 1973 by Cook.

After presenting Sarge the plaque, she couldn't help but give him a big kiss and a hug.

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

dinner/meeting at Chief Charlies' which just happened to be on Friday the 13th. Their venture into the uniform vest has become reality. Their first order was logged and should have delivery within a month. From all reports they are beautiful being light blue in color, with dark blue trim and fringe. A large blue and gold logo of PHSA and lettering "Suncoast Chapter, FL." on the back. After chapter orders are filled, they plan to go National with them.

They have mailed out their Convention Package for the 6th District Convention which will be held this coming September. Those dates are the 6th through the 9th at the Adams Mark Caribbean Gulf Resort.

Over in Florida Gold Coast Chapter 4, Joel Bachner writes the *Gram* that their March meeting was arranged by President Colligan and held at the Ft. Lauderdale Elks Lodge. It was most enjoyable. State Chairman Robert McClintock was a special guest. After dinner Bob gave an informal talk concerning the aims and growth of PHSA in Florida. After the meeting was adjourned they all retired to the main dining room for an evening of enjoyable dancing and socializing.

Their May meeting was held at the home of Bill and Jane Pryor in Ft. Lauderdale.

Florida Space Shuttle Chapter 14 held it's first social event during the month of March, with a St. Patrick's Day Dinner at

Patrick Air Force Base NCO Club. They were served a complete Prime Rib Dinner in a private dining room.

After dinner they were invited to join club members in the ballroom for entertainment and dancing, with ring side table being reserved for PHSA members. It was midnight before the party broke up.

Indian River Chapter 10 of Florida were hosts to a regional picnic at the home of Bill Nicholson in Fort Pierce, FL. Forty-six members and guests were present for this April event.

It was a covered-dish picnic with the main courses being turkey and ham, with a good selection of hot dishes, cold salads, desserts and refreshments.

An informal joint chapter meeting was held after dinner with visitors from Gold Coast chapter 14 and central Florida Chapter 2.

Leaving the State of Florida we head west and drop off in Arkansas to see what the members of Chapter 1 are doing.

This is another chapter within PHSA that is cutting back on their Newsletter due to expenses. For those wishing to stay on the mailing list of chapter one, please send them \$6.00 per year which will cover the costs of printing and mailing. Sorry to say if they don't hear from you, they will drop you from the mailing list.



Northwest Florida Chapter #3 on the 42nd anniversary of PHSA during their Memorial Banquet, Dec. 7, 1983. From left to right standing: John McDonough, John Thoma, O.C. Douglas, Ronnie Everitt, Gale Whitcomb, Cliff Blankenship, William Harris and Jeff Berryhill. From left to right seated: Dick Davis, E.H. Brown, Sam Garofola, Carl Holmes, Lt. Col Michael Kerr, Tyndall AFB and former Prisoner of War, Vietnam — Bob Zumak, Mide Weaver, Sam Heisler and Andrew Planey.

They will have their Spring Potluck Picnic during the month of April. The chapter will furnish the meats with the members requested to bring all the side dishes, such as salads and desserts and of course they didn't forget the beans. An enjoyable time was had by all who were in attendance. This was held at Bill and Margie Good's place in Herber Springs, AR.

New officers were elected for the coming year. They are as follows: President, Ed Butkiewicz — Vice President, Howard Riley — Secretary, Harry Fraim and Treasurer, George Waller.

This past May the chapter participated in Memorial Services in Little Rock, AR. There were other veteran groups present along with the Army National Guard band and notable speakers.

The chapter's Vice President, Howard Riley, has been chosen to head the Arkansas PHSA VA Hospital Volunteers. There are many things a volunteer can do to make life easier for a hospitalized veteran. Anyone can donate his time and efforts to support this program.

Down in the big state of Texas, the Alamo Chapter #2 of San Antonio was invited to lay a wreath at the Fort Sam Houston Cemetery on Memorial Day during the month of May, then

in June they held their meeting at Fatso's BBQ. This was a dutch treat meal.

Items at the business meeting included nomination of officers, reminding delinquent members they should take care of this matter immediately or they would be dropped from the roster.

Coming up in November on the 11th for all PHSA that wish to attend it's their Piraha, TX, ceremony near Tlatonia. Eight of their comrades are buried there, and Father Valentia is from that town, so they would like to have a good turnout for this event.

In September of 1984 there will be the 4th District Convention in Shreveport. All Texas members should be getting this information soon from the District Director. From last reports from the National Treasurer's Office, Texas has a total membership of 478.

In San Jacinto Chapter #3, their meeting was held during the month of April at the Houston Police Officers Association Bldg. with 26 members and guests in attendance.

The vote is in and Chapter #6 of Texas is now called officially the Heart of Texas chapter. They met at the L & M Cafe in Georgetown during March. The meeting was called to order by President Anderson after which C. B. Huff was asked to preside

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Pearl Harbor Association officers present during presentation: From left to right: Bob McClintock, Florida state chairman — Harold Cook, Sons and Daughters coordinator — his daughter, Cookie Martin and Clyde Hudson, 6th District director.

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over the meeting due to President Anderson suffering with a severe case of laryngitis. Honorary member Barbara Harris, National Coordinator of PHSA Widow, was present and gave a short presentation concerning their organization and showed the members the new membership card that is being issued to the widowed members. Mr. and Mrs. Leo Huron, owners of the Best Western Motel in Temple, invited the chapter and their guests to their place for the June meeting.

Over in Chapter #7, the Paso del Norte members met in El Paso and during the meeting John Springer was asked to investigate the feasibility of moving their PHSA Memorial Stone from the courthouse to Fort Bliss National Cemetery. The National Convention was discussed with several members saying they planning to attend this next December.

Their June meeting was planned for the American Legion Post 36 in El Paso.

On to East Texas Chapter #8 and report they met at the Cherokee County Electric Bldg. with 10 members and 7 wives present. The ladies served a wonderful meal before the meeting, with 4th District Director Bill Eckel being present and discussing the up coming 4th District Convention and also asking for the members' help in stuffing envelopes so as they could get the convention package in the mail. The dinner was hosted by Howard and Joyce Pollan with the June meeting being hosted by Alton and Mary Warner.

Last but not least from the state of Texas is West Texas chapter #9. They send out a reminder to all, that the State convention was held during the month of April and wish to thank all those members that attended and made it such a great success.

Before heading out to California once again let's head up north and pay a visit to Lake Erie Chapter #6 in Cleveland.

In the month of March 1982, they were honored to be guests for the Commissioning of the

USS Carl Vinson which was built in the Newport News Shipyard. They chartered a bus and setting a course south for Newport News, VA, they boarded the Carl Vinson on March 15th. Survivors bunked in the flight crew quarters for the three day visit, but each evening at 2000 hours their wives had to leave the ship, not greeting them until 0900 the next morning. Chow in the Chief's Mess was great, and they spent their days touring this great carrier. Some even complained of overdoing their diets.

On a cold rainy March 17th, with the aid of tugs, the mighty carrier left the dock. Once in the harbor and one turn of her large screws, the Carl Vinson sailed across the harbor to the Norfolk Navy Yard. Her band playing "Anchors Away" and a fly over by Navy Jets. An awesome but proud feeling overwhelmed those that were aboard. It brought back many memories of earlier years.

Survivor Jerry Hutchinson made all this possible for the members of chapter 6 along with his son-in-law, Chief MMC Robert Elwood. Robert, who is assigned to the Carl Vinson along with the other Chiefs on board, gave the Lake Erie Chapter the "Red Carpet" treatment. They were presented souvenirs of the Commissioning and a framed colored picture of the Carl Vinson autographed by the skipper, Captain R. L. Martin. In December of 1982 survivors returned for a 10 day trial and training cruise. This cruise was enjoyed by all and brought back fond memories!

(Editor's note:) Old News but a very interesting story. Sorry that it wasn't sent in sooner to the Gram and printed when the event happened. The Gram's thanks to Frank Kluska.

Back out west once again and down in the low desert area of Twenty Nine Palms we find Yucca Valley Chapter 21 celebrating their annual birthday picnic during the month of June at Joshua Tree Lake Farm. This year they reserved the Recreation Pavilion area so they would have plenty of shade.

It was Bar-B-Qued Pig and its best with all the goodies. Needless to say everyone had a wonderful time and most stayed until the sun had set behind the mountains. We might add here that there were many RV'ers in attendance. This seems to be the going thing in California these days. No RV'er and no fun.

Many of the chapter members had traveled up to Fresno for the California State Convention during the month of May.

Their big discussion during the meeting was the election of new officers this next December. Most of those now in office have been there for several years and feel it is time for new blood to take over the reigns.

Also in May the members along with the Joshua Tree, American Legion Post 761 held Memorial Day Services at the Mountain Valley Memorial Cemetery.

Chapter officers for 1984 are: President, Bob Hefner — Vice President, Russell (Doc) Jensen — Secretary, Nick Gonzales — Treasurer, Andrew Drwiega — and Trustees, Cy Hamilton, Clarence Lux and Roy McKeehan.

Up in the San Gabriel Valley with Chapter 9 members it was picnic time once again during the month of June at the Upland Memorial Park just off of the San Bernardino Frwy. #10.

The chapter furnished all the meats and all the fixings, all the members had to do was show up with their cool stuuuuff and enjoy themselves. It was a fun filled day from all reports.

The chapter's Lorena Danis was elected as Vice-State-Chairman South for the state of California during the state convention in May. Congrats to Lorena. This is one of the few White Caps we see heading up the ladder of PHSA. Also taking honors at the state convention was "Cabin Boy, Vic Lewis" who won the Cribbage Championship. Can we call you "Champ," Vic?

Heading to the coast, we find National Chapter one of Los Angeles very active especially during the Armed Forces Day

Parade in Torrance. There were 50 survivors that marched in the parade and as we have commented in the Gram before this is one of the biggest military parades in the country. All branches of the service are well represented along with many many bands, plus other marching groups, heavy artillery, tanks, you name it and it is there. Once again it was a standing ovation to the members along the complete parade route.

Many thanks go out to the members of chapter one for the spaghetti feed that followed the parade. They served over 100 with enough spaghetti, meat sauce and salad with dressing to feed over 250. Of course many went back for seconds and even some for thirds. This topped off a complete day.

It was Ladies Appreciation Night at Peppy's in Torrance during the month of June. Plans are now being made for their August Picnic at Gull Park in Terminal Island. This is always a fun filled day. Plan to attend.

Added note: There were six other PHSA chapters throughout southern California who gave a helping hand to chapter one during the Armed Forces Day Parade.

While we are handing out honors to members at the California State Convention, chapter one's Treasurer, Carl Jones, was paid the highest honor by his fellow survivors at the convention by being selected as "Survivor of the Year." Being a shipmate of Ye Olde Editor, my congratulations to you Carl for the wonderful job you have been doing over these many years in PHSA and especially in chapter one.

Inland a few miles from chapter one and out in the San Fernando Valley the fun group in southern California is having another Spaghetti Dinner and White Elephant Sale during their June meeting.

Auctioneer Harley Eppler from Orange County Chapter 14 will be the Master Auctioneer for their one and only fund raiser of the year. There were many handsome bargains during the

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evening auction and some duds. But everyone had a great time with many laughs throughout the evening events.

Due to other commitments by chapter News Editor, Bob Cunningham, he is giving up the job as their editor, so as "Bob" puts it, they are looking for one good man to take over. We will miss Bob's comments but maybe they can save a little space for a by-line from him when the new editor takes over. He has done one heck of a job as chapter 12's news editor.

During the month of May, chapter 12 had a dark month, but the rest of the year is filled with many chapter functions and festivities.

In July, it will be the All-American Potluck Dinner and Happy Birthday, USA function.

The "Biggie" for chapter 12 will be their hosting of the 1985 California State Convention on the Queen Mary in Long Beach Harbor during the last week in July. It's "Make Merry on the Queen." You will all be sorry if you miss this convention. Make plans now.

This bunch from San Fernando Valley took the attendance plaque once again at the state convention, by having the highest percentage of its members present of its total chapter membership. President Bill Aupperlee and his troops are to be congratulated. There were 33 survivors and their wives in attendance.

* * * *



Twin Cities Chapter — Minnesota. From left to right: Al Quackenbush, Chaplain; Herman Hirrichs, President; Capt. Richard Shurts, Guest Speaker; and Ray Witt, State Chairman.

Heading up north and along the coast of California, we find the members of Channel Islands Chapter 4 during the month of May being host to 82 survivors, wives and guests at their 20th anniversary party, which was held at Vandenberg AFB, NCO Club. Many of the survivors and their wives spent the night on base at the officers' billeting quarters after an evening of delicious food and much merriment. Chapter President John Smith was master of ceremonies for the evening affair and also spent several hours on Sunday taking a few survivors and their wives on a tour of Vandenberg AFB. For those that have never been there, the base is huge and we saw many things that some didn't know existed. Vandenberg is on very tight security due to the ballistics program and launches, but all courtesies were extended to the survivors and their wives including golf and our private meeting room at the NCO Club. We of the PHSA are very appreciative of the cooperation that the base showed to those that were present for this function.

Guest of honor that evening was the base Deputy Chief of Staff.

* * * *

Let's take one more jump across the country and head east to the state of Arizona and visit with Tucson Chapter #143. They held their banquet and installation of officers at the lovely Aztec Inn, Tucson, during the

month of April.

Elected to office were: President, Henry Peppe, Vice President, Ray Lunde, Secretary, Donald Rosekrans, Treasurer, Floyd Craft, Trustees, Irvin Knipp and Donald Meyer.

Dinner was followed by a brief meeting, with Barton Simpson, Past President, being given a standing ovation for his outstanding leadership, bringing the chapter to its present status. They now have 50 members in the chapter. Also acclaimed was his lovely wife, Irene, who gave her time and support.

Their August meeting is planned for Sierra Vista, AZ.

During their April meeting, Phoenix chapters, Guy Tufts broke out his guitar after the potluck dinner and treated the members present to some good old western music and entertainment. After this, Guy and Mary showed hospitality western style, by having the members participate in a little croquet and pitching some horseshoes.

The Howard E. Brannon chapter now has a new secretary, Paul Townsend, who has agreed to take the job again along with being editor of the chapter Newsletter.

Their May meeting was held at the home of Ray and Anita Olsen.

Before leaving the southwestern section of the country, we have a report from the 3rd District Director, Frank Mack.

This is his 6th newsletter since taking office and he gives greetings to all.

The 3rd District Convention at the Winrock Inn, (Best Western) which is located at the Winrock Center, in Albuquerque, NM, has been selected as convention headquarters. This will be coming up this next September, from the 7th through the 9th. Roland Burr has been appointed as the convention chairman. He and his committee have planned another great convention.

All candidates for 3rd District Director should have their flyers out soon to let the members know who will be running for this office. Election will take

place at the convention.

Mr. William P. Rush, National Convention Pre-Registration Chairperson, has requested from Frank that each PHSA member from all districts contact their State Chairman who in turn contacts State Commanders of the VFW and American Legion to solicit their support in sponsoring a handicapped/disabled PHSA survivor of the attack in 1941 or the widow of one, to have them present and show them the honor they deserve at the National Convention in NY.

Bill's address is: 118 Linn St., Ithaca, NY 14850 or phone 607/273-0514.

* * * *

Heading up to the northern section of the country and into the Sand Lake area of Michigan, we run into the greatest extravaganza in the state, the PHSA annual State Reunion, at the Harley Hotel, which is just short of Grand Rapids. Wolverine Chapter 1 hosted this affair during the month of April and from the reports coming in, it was bigger and better than previous reunions. President James Porter wishes to thank one and all for their efforts in making this reunion such a success.

The Motor City Chapter 2, held a joint meeting of their chapter and the Toledo group. This was in April at the Holiday Inn in Monroe. It was buffet dinner/meeting affair.

In July the Wolverine Chapter will have nomination of officers at their annual picnic. Election of those selections will take place at their October meeting. The Motor City chapter, not to

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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.

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be out done by their fellow survivors from Chapter #1, held their own picnic during the month of June at Camp Dearborn, it was a dutch treat affair.

* * * *

Way over on the east coast, Central New York Chapter 7 survivors and their spouses and guests assembled at Marko's Golden Spike Restaurant for a meeting of minds and a very successful social afternoon this past March. This assembly was the coming out of hibernation from the winter only to encounter the worst snow storm of the season. Everyone was in a happy and friendly mood with several survivors coming great distances to be with the group to get reacquainted as well as getting acquainted.

The welcome mat of the chapter is always out to other chapters and members of PHSAs. They will do their best to make you feel at home.

The assembly was to be the "Kick-off" of the chapter hosting the National Convention in December. However, time only permitted an overview to the survivors in the lower level assembly.

Francis and Jane McCaw deserve a big hand in arranging this meeting and also being host and hostess and presiding so gracefully.

In May this group of survivors and their wives were hosted by Ralph and Bessie Osterhoudt with good food and social activities at the Otsego Co. American Legion Post, in Richfield Springs.

It was a family style type sit-down dinner with the main entree being Kielbase in beer/pepper and onions. On Saturday evening they had a social gathering at the Veteran's Club in the center of the village, then on get away day (Sunday) they all had a hearty breakfast with a beautiful banquet that evening followed by the meeting.

The convention package for the 1984 National Convention in NY should have arrived to all of PHSAs by the time you receive this GRAM.

* * * *

On down the eastern coast line we report into John Martin and the Georgia group with an Aloha.

The Georgia PHSAs group held their first State Convention this past June at the Holiday Inn, Warner Robins, GA. They now have three chapters within the state, Atlanta, Macon, and Augusta. During this convention they gave special honor to all charter members and all Chapter and State officers.

Charlie Vaughn, their Past District Director and Past State Chairman, was in charge of that part of the program.

As of this printing we have not heard whom they elected as the new Georgia State Chairman, but will publish this in the October issue of the GRAM.

All three chapters from this area of PHSAs have a standing rule of order to all PHSAs survivors and their wives, welcome anytime, just let us know you are coming to our great state.

* * * *

Just a hop, skip and a jump back up the coastline to the Virginia and D.C. Chapters. From the Safe Harbor Newsletter and Earl Selover we will travel around the area and see what this fine group of survivors are up to.

Thanks to the hard work and applied knowhow of John Korba, Rondal Oatridge and about 16 other gung-ho members of the Tidewater Chapter 2, the 7th District Convention in May was a huge success. This was held at the Lake Wright Quality Inn, Norfolk, VA.

The pre-banquet warm up night was held on Friday evening at the Fort Story Officers Club, Cape Henry. Then on Saturday the main feature was the 7th meeting, with many survivors and their families taking the ever popular waterside and harbor tour, which included lunch on board. The Key Point of the convention was the Saturday night banquet.

Sunday's feature was the VA/DC chapter meeting with Earl Selover chairing this event which all took place after a wonderful brunch.

From the Central Piedmont



This past February, Veterans Recognition Day was held in Charleston, WVA. Veterans of all wars were recognized in both the House and the Senate. The Governor held a reception at noon in his Mansion. From left to right: Chester S. Gapa (USS Tennessee), Governor Jay Rockefeller, Opal Elmore (19th Inf. Schofield Bks.), and R.R. Guthrie, (Fort Kam).

area of Richmond and Chapter 4, President Willmia Rolfe reports that congratulations must go out to chapter 3 for a very fine commemoration of Pearl Harbor Day in arranging the ceremonies at the Coast Guard Reserve Training Center in Yorktown. Chapter 4 participated in this event by bringing 30 persons from the Richmond area.

They held their Executive board meeting in April at the club house in Byrd Park. A covered dish noon meal was served, the business meeting was brief with time being reserved for a good white-elephant auction for the benefit of the chapter treasury.

Chapter 3 of Newport News — Hampton and led by president, John Lynch, informs the GRAM that the chapter sponsored a memorial service on December 7, 1983, on behalf of all VA/DC survivors. Captain John Faigle, the commanding officer of the Coast Guard Center at Yorktown, hosted the affair. James Martin, H. Hudgins and Earl Selover put together the details for a very impressive memorial service.

Full media coverage was provided.

Chapter 2 of the Tidewater area and Norfolk-Virginia Beach. President John Korba held a regular meeting in April

and May at the Naval Air Station's CPO Club, Norfolk. They had an optional brunch with a business meeting following.

Chapter 1, "National Capital" in the Northern Virginia area, with President Frank Costagliola at their March meeting, survivors were welcomed to their first chapter function at a Sunday brunch/meeting at the Fort Myers Officers' Club. Thirteen survivors and their wives enjoyed the breakfast buffet and the meeting which followed. Past National Treasurer Jesse Pond missed this meeting, so he

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OFFICIAL PHSA ASCOT

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Allow 2-3 weeks for delivery.

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was assigned a penalty to head up a panel of four which will come up with an estimate of how much money is needed to run the chapter and then make recommendations to the members of ways and means of raising it.

In August, they will hold their annual picnic at Marble Point which will be hosted by Turner and Leona Moore. Wes Hughes presented the chapter with the charter in a beautiful frame.

* * * *

From the 5th District Director Julius Finnern, who writes about Napoleon's Medal.

After one off the most hard-fought battles in his career, Napoleon had a special medal struck. Each surviving soldier received one of these medals.

The inscription showed the name, date of battle and these simple words: "I was there." With the addition of the PHSA logo a medal, in my opinion, would be a treasured item for all PHSA members.

Maybe an enterprising chapter or our National can pick up and run with Napoleon's idea. I think it's excellent.

* * * *

Making our final trip west we stop off in the state of Utah and find them taking a weekend trip to Wendover during the month of April. We have no report as we go to press of how much money was left or won in Nevada, but we hope you all came back rich.

In May they met at the Chuck-A-Rama for their monthly meeting and in May it was off to Orem, UT, for a wonderful time and get-together with many old friends.

* * * *

Speaking of Nevada let us head down Las Vegas way with Silver State Chapter 2. From their newsletter, the *Hotline*, we find their slate of officers for this year arranging many activities for their members during the rest of the year. Their officers are as follows: President, Wyatt Garrett, Vice President, William Simshauser, Secretary, Hank Rubeck, Treasurer, Robert Ballou, Trustees, John Cooper, Loe Steinke and Chaplain, Rev. Welles Miller.

It was a sitdown dinner affair during the month of June at the Landmark Hotel and Casino with a wonderful and delicious Prime Rib dinner enjoyed by all. Coming events during the year will be a Pot-Luck dinner which will be held at the Simshauser's place in September, with another Pot-Luck dinner affair in the month of November for the election of their chapter officers. The installation of these officers will take place in December at the Landmark Hotel and Casino for their dinner/meeting affair.

This past April they held their meeting at the Three Crown Mobile Home Park Clubhouse, in Las Vegas, NV. There were 15 persons in attendance.

* * * *

One more stop along the way before heading into California for a final look-see of their 14 other chapters. We head for the state of Oregon and the Willamette Valley Chapter. Their host and hostess for the April meeting were Jim and Billie Robare and held at the Takena in Albany. A most delicious buffet dinner was served to thirty-two people who attended. This was their anniversary party, so after dinner they all enjoyed the birthday cake that was presented to the chapter.

Chapter members were invited by the Scio Veteran's Parade Group to participate in the November Veterans Day Parade.

In May the Chapter marched in the Loyalty Day Parade in Newport. They also had the chapter float available for the parade.

After the parade they all enjoyed a wonderful Potluck dinner which was supplied by Arlene Dahl. For those that wished to stay the night at her place, all she requested is that they bring their sleeping bags.

All Chapter members were reminded of the Portland chapter's Depot Activity.

* * * *

As we stated we still have 14 California Chapters to report on so let's start down in the High Desert area with Chapter 18 of the Antelope Valley.

These members will have celebrated their 10th anniversary in June, by the time we go to press. A most enjoyable time was had by all at the Palmdale Elks Lodge. It was a weekend affair with the Lodge opening its doors to approximately 25 RV'ers spending the weekend there. Many chapters from around California came for this shin-dig with some even finding time to play a little golf. For once the winds were cooperative.

They held their May meeting at the home of Lee and Betty Embree. Also during the month they participated in Memorial Day Services in Lancaster, CA, along with other veteran groups.

On the day of their 10th anniversary several chapter members also participated in Flag Day Ceremonies and Parade at the Palmdale Elks Lodge. After the parade it was open house at Jim Wilson's home. That evening everyone enjoyed a Prime Rib dinner then dancing to the music of Bob Bjornaas.

* * * *

Staying up in the high desert area, but approximately 50 miles due northeast of Antelope Valley, we find the Roadrunners of Victor Valley Chapter 29 still very active and socializing at George AFB.

They are very active in the Tab program helping Hemet Chapter 27 along with many other southern California Chapters.

For their April meeting at the base they had 42 members along with 12 guests present. George Harris who was recognized for his efforts in the Pull Tab program, recently picked up 179 lbs of tabs for delivery to Chapter 27. President Bert Tuck presented several plaques to members of the chapter for outstanding efforts during the year.

Bob Haley, PNI USNR, gave a very informative talk on today's Navy and his experiences aboard the *USS New Jersey* and the problems in Beirut.

In April, several members traveled in caravan with their RVs to Gridley and Chapter 25's Clam and Steak Feed. From their reports they all had one

heck of a time and are planning on making the trip again next year.

* * * *

Traveling north another 50 miles and still in the high desert area of Ridgecrest and Chapter 17. They all enjoyed their April meeting over a Potluck dinner at Ben and Dottie Tidwell's in Ridgecrest.

In lieu of their February meeting, they all traveled to Kernville and joined Lake Isabella Chapter 19 during the Whiskey Flats Day Parade. They report that 29 campers were at Tilley Creek during this three day affair. For the three days it was mostly Potluck dinners with big bonfires at night and a lot of enjoyable music and singing.

* * * *

Heading up the state to Sacramento, Chapter 6, we find that many of their members also participated in the Chapter 25 Clam and Steak feed. I guess there weren't many chapters throughout California that didn't get involved in this affair.

In May, they held their regular meeting at the Carmichael Elks Lodge. The menu was chicken cordon bleu and petite New York steak with all the usual trimmings. For their June meeting they plan to have as chapter guests, Bobo Olson, Former Middleweight Champion, and his wife Judy.

This will be a picnic at Rancho Seco, which is a joint get-together of chapters 6, 10, 26 and 30.

For their May meeting they had special guests Wayne Green and Liz Green. Wayne is the author of "*Allegiance*," a World War II novel dealing with the loss of and retaking of the Island of Attu.

* * * *

Down in San Mateo Chapter 16, they send out their Newsletter for a two month period covering the months of May and June.

Their June meeting was at the home of Al and Penny Ellis. The skies were sunny but they came prepared just in case the old fog sneaked in on them. Al cooked the hamburgers just the way everyone liked them. Members

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brought the side dishes. It was just a fun day. They also exchanged humorous and funny gifts for both men and women, it was a laugh a minute. Penny and Al reside in San Bruno, CA.

In May, the chapter participated in Memorial Services at the Golden Gate National Cemetery in San Bruno. There were seven hundred and twenty-four flags on display. After the ceremonies they had lunch at St. Veronica's Church. The menu was a complete turkey dinner.

* * * *

Over in Mt. Diablo Chapter 13 President Wilbur Good informs the GRAM that he extended invitations to their annual picnic which was held at Baldwin Park in Concord during the month of May. It was a BBQ special with hot dogs and refreshments. They had accommodations and a reserved area for 100 plus under a veranda, with extensive grass area. Another great time was had by PHSAs members and their families.

The chapter celebrated their 13th anniversary in June at the Veterans Hall in Antioch. Theme: Honorarium of all PCP's, State and National Officers over the past 13 years.

Chapter 13's officers for the year are as follows: President, Wilbur Good, Vice President, Henry Freitas, Secretary, Leonard Barnes and Treasurer, Dale Matson.

* * * *

In the San Francisco Bay area with Chapter 2, we find that one of their favorite sons, Vice State Chairman North, was elected to California State Chairman during the State Convention in Fresno. Our congratulations to Karl Johnson of Livermore.

The chapter's May meeting was held at the Spengers Grotto. Also our thanks go out to John Dierks for taking the time of getting information on a cruise for 1986 to our National Reunion in Hawaii. (See elsewhere in this issue of the GRAM)

Heading into the month of September, they invite all members of their own and also other chapters to attend their picnic at

the Concannon Winery in Livermore. Ex POWs are especially invited. This picnic will be held in conjunction with the Northern California Chapter's meeting in Sunnyvale Elks Lodge.

During June, many members traveled to Oakland to watch the Oakland "As." Also congratulations go out to member Bob Watous who was installed as Post Commander of VFW Post 1010 of Emeryville this past April.

* * * *

One of California's newer chapters reports to the GRAM that they were formed in 1981. Chapter 28's jurisdiction encompasses more than 25,000 square miles, with a population of some 250,000 people, and 48 members. When you consider that the area is greater in size than the total square miles of some five eastern states, which requires extensive travel, it is easy to understand why it is extremely difficult to obtain 100% attendance at their meetings, which are held in Redding. Six counties are represented in the jurisdiction of Chapter 28!

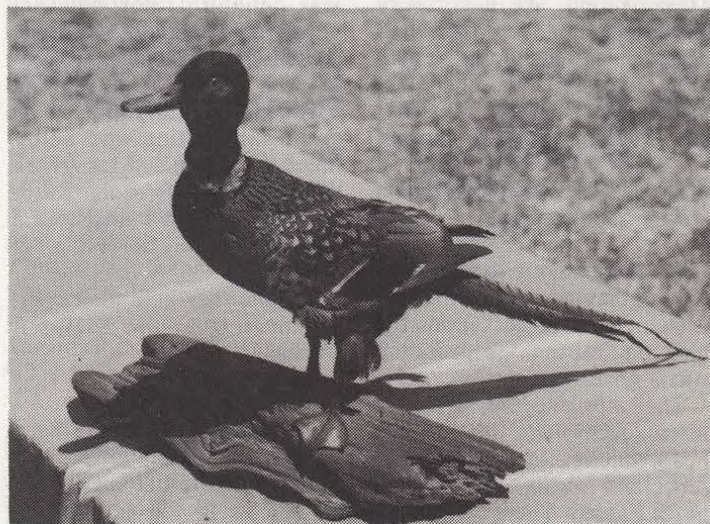
In December of 1983, Archie Boek of Redding was elected President succeeding Art Wyant, who is now secretary. Other new officers are John Russak, Vice President, and Bob McCollough, Treasurer.

A project started in 1983 continues, the video-taping of accounts by members of their own intimate recollections of the day of Infamy. Their meetings have featured outstanding speakers which the program chairman is making every effort to continue.

An ongoing project has been undertaken with the support of the Shasta County Board of Supervisors to provide a suitable location and possibly a grant of funds for the erection of a PHSAs Memorial for those who lost their lives on December 7, 1941. Based on information to be provided by members, school children throughout the county will participate in a contest for the design of the memorial.

A big anniversary party to celebrate the founding of Chapter 28 will be held this coming November.

* * * *



Northern California Roadrunner — This bird is the mascot of northern California Chapter 25 of the Feather River area. Through cross-breeding between roadrunners, pheasant and ducks, they have come up with the above bird. Notice the Mallard duck head. That's to give it a beak so it can scoop up rice out of the rice paddies which abound in the northern area and the web feet so that it can paddle around in the rice paddies. And, of course, the pheasant body so that it can get out of the rice paddies fast on wing. Our thanks to C.R. Wright of Chapter 29 of the roadrunner chapter of California.

Heading down south to the central section of the state and Feather River Chapter 25. As mentioned in other sections of the Mini News, their real biggie for the year was the chapter annual Clam and Steak feed which was held at the Fairgrounds in Gridley. That was all folks could talk about at the California State Convention in Fresno. By the way Joe we missed you at the State Convention?

The chapter participated in Memorial Day Services at the Chico Cemetery. Bob Lisowski laid a wreath in the name of the Feather River Chapter. This was in conjunction with other Veteran Groups.

Back to their Clam Bake. Capt. Charles Odonnell USAF attached to the 350th Air Refueling Sqd. gave a very interesting slide presentation of Air Force Activities at the Clambake.

This past June they held their meeting at Grizzlys Den in Cohasset.

* * * *

Up in the mountain area east of Sacramento and to Hangtown 30 in Pollock Pines the Prez Sez that Hangtown 30 now has its first State and District conventions behind them. Eight survivors and their wives attended

the convention in Fresno. After the convention their first function was their chapter meeting in May at the Veterans Building. They discussed the 4th of July Parade in Pollock Pines and the August picnic at Sly Park Jinkerson Lake, also the Oktoberfest from the 5th through the 7th at the Veterans Building.

Although Hangtown 30 survivor of the year was not the final winner at the state convention they are mighty proud of their man, Past President Bob Sherman.

For their Oktoberfest, they are planning on about 45 to 50 RVs showing up and asking for space, plus there are plans afoot to seek out more motels to accommodate the expected large number of survivors and guests who say they will be present and accounted for during that active month.

* * * *

Finally hitting the mid-state area of California, we find it hot in the central valley area of Fresno. This group put on one of the biggest State and District conventions to date. Due to the convention the chapter held no

(Continued from Page 34)

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

May meeting. We heard very few complaints from the membership and usually with a convention of this size there are many gripes. The Luau was great along with a wedding of the Walden's from Sacramento, the lunch-eon was enjoyed by all and the banquet great with many staying until the last band session. These days with many survivors, they leave after the first drawing and forget about the dancing. Fresno, be proud, it was a great convention.

Their April meeting was also a huge success and held at the beautiful new home of Lawrence and Loraine McNabb, in north Fresno. The weather was sunny and breezy with about 70 members and guests attending, with wonderful repast furnished as usual by their lovely ladies.

The President would like to put out a couple of special thank you notes to members, Bruce Klein for all his hard work, and to their treasurer, Ray Reiff and to his right hand man John Peterson. But as he stated he can't stop there with the thank you speeches, he must say it to all the chapter members for their outstanding job and devotion to duty.

During the banquet they served 642 dinners and the entertainment by Noreen Blake, Jan Higgins and Ann Wallace

was delightful, nostalgic and emotional. Vaughn Avedigian provided some 300 pounds of chicken which was cut up and barbecued on the spot to the great satisfaction and enjoyment of the many survivors, wives and guests. Edna Rastin with her crew at the Registration Station, certainly deserve a well done.

In June they held their chapter meeting at the Kleins in Fresno.

* * * *

On up the state to the Santa Rosa area and chapter 23. Salvo editor Herb Stettler keeps us informed as to the activities of these wonderful survivors from the north.

They were the guests of Nick and Tex Gaynos in Santa Rosa for their May meeting. It was Potluck with barbeque grill available. Then in June they had a wonderful evening out with their gals at the Polynesian Village restaurant in Santa Rosa.

The chapter's thanks go out to Harry Fessler, Howard Rector and Bernice Crowell, the blood bank account is now 66 units. Mahalo Nui Loa for your interest and support.

Herb, I give you that big build up on your newsletter and most of the news is of other chapters out of your eight page Newslet-

ter. Sorry folks that's all there is from Chapter 23.

* * * *

That's it for California and just one more chapter left, the Aloha Chapter 1 out over the blue Pacific in Hawaii. From the *Pupukahi* we get information that during the month of May and June the members were active in many events. In May they celebrated with their business meeting on the 10th, Armed Forces Day on the 19th and Memorial Day on the 28th.

The Memorial Day Services were held at the National Memorial Cemetery of the Pacific (the Punchbowl). Due to the limited parking in that area, they traveled up to the cemetery by bus. Uniform of the day for this event was white trousers, white shoes, PHSA green and white Aloha shirt. Ceremonies were very impressive.

Once again on the 10th of June they held their chapter meeting this time at the Kaneohe Marine Corps Air Station.

At the meeting Joe Ritson gave a talk regarding "D Day" June 6th, to commemorate the invasion of Europe. Ceremonies were held at Ft. Shafter with PHSA invited to attend.

The menu at Kaneohe Marine Base consisted of barbecued steak with all the trimmings. It was free steaks and beer or soft drinks for members, their spouses and widows. It was a wonderful outing. Along with their social they also held an auction which was a tremendous success.

Margarite Murray informed the chapter that she will be stepping down as Editor of the *Pupukahi*. The *Gram* especially will miss you Margarite but your health comes first. Take care and keep in touch.

* * *

Sorry folks we said that was the last chapter we would cover this time around, but we did receive one last newsletter from Northwest Florida Chapter 3 of Panama City. It covers their Memorial Banquet on our 42nd anniversary of the attack. Andrew Planey sends along his apologies to us in the *Gram* for being late with his article, but he has been in the hospital and no one in the chapter followed up on his story and sent it in.

See photo elsewhere in this issue of the *Gram*. Some of the members travel over 130 miles to attend their meetings, but they are a very active chapter and he says that no one would realize this fact outside of their area since they have not sought much publicity in the *Gram*. They hope to correct that in the future.

There are some 45 members living in the northwest Florida area with about 25 of them attending meetings. Many Pensacola members still attend chapter 3 meetings.

For their Memorial Services on December 7, 1983, their guest speaker was Lt. Col. Michael Kerr who spent six years as a POW in North Vietnam during the Vietnam War. He is currently stationed at Tyndall AFB.

* * *

That's it folks, we keep saying we are going to cut down on Mini News but we keep getting nasty letters when I make that statement, and you wonderful survivors keep sending in those Newsletters, so we will keep the MINI NEWS and grow with it as the letters roll in. So keep them coming, our closing date for the October issue will be September 1st, 1984. See you all at the National Convention.



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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.

PHA REUNIONS PLANNED

1986 . . . The 45th anniversary of the bombing of Pearl Harbor.

Plans are now underway for an International Naval Reunion of American and Australian NAVAL forces that served in the South Pacific. It is to be held in Las Vegas, NV, from May 28th through June 1st, 1986.

The various ships will be holding their own individual Reunions with the "Union Plaza Hotel" as the general Headquarters, #1 Main St.

To date they have 8 Cruisers, 8 Destroyers and two Aircraft Carriers showing considerable interest and the promise of more, along with some 8 ships from Australia promising to attend and join in the once in a lifetime Reunion.

If your ship is interested in joining this affair and would like to know more about their plans, now is the time to contact us for more information on rooms and other hotels that will be made available to this program. Please let us know what your room requirements might be.

Battleships, Cruisers, Des-

troyers, Aircraft Carriers, Submarines, etc. Each ship to have their own individual reunion but join in on the Parade, Memorial Services, Dance/Banquet and local tours.

For further information please contact: Woodie Rainbolt, 5023 Royal Ave., Las Vegas, NV 89103 or phone (702) 873-9841.

* * * * *
The 3554th Ord. MAM Co., Schofield Bks. World War II, will hold their 2nd reunion on the 13th and 14th of July, 1984, in Kansas City.

For further information please contact: Ray Clinkenbeard; P.O. Box 318, Ashbury, MO 64832.

* * * * *
The USS Patterson (DD-392) will be holding their reunion in Clarksville, TN from September 13th through the 15th, 1984.

For further information please contact Jack H. Dowlen, Rt. 3, Box 161, Clarksville, TN 37043 or phone (615) 647-4700.

* * * * *
The Grey Geese will fly again this coming September from the 4th through the 9th, 1984, in

Hyannis, Mass.

Please contact Frank Walker, 11th Bomb Group (H) Assn., Box 637, Seffner, FL 33584 or phone Frank at (617) 653-4670.

* * * * *
The USS Henley (DD-391) will be holding their annual reunion during the month of July, from the 20th through the 22nd, 1984, near Gatlinburg, TN.

Please contact Roy E. Anglen, P.O. Box 3, Hume, IL 61932 for further information.

* * * * *
The USS Phoenix (CL-46) will be holding their annual reunion from September 10th through the 15th, at the Bahia Resort Hotel on Mission Bay in San Diego, CA.

For further information, please contact Andy Wilson, P.O. Box 154, Vader, WA 98593 or phone (206) 295-3811.

* * * * *
VP-22 will be holding their 1st reunion in October, from the 23rd through the 25th, 1984, in San Diego, CA. Those who were in the service from July 1939 through January 1942 and

members of the PBY's please send inquires to Harvey Tedder, 1336 5th Ave., Chula Vista, CA 92011 or phone (619) 422-0036.

The Ninth annual reunion of personnel who served at the N.A.S. Kaneohe Bay, between October 1939 and June 1950, will be held at the Holiday Inn, Pensacola, FL, from the 7th through the 11th of November 1984. Please contact Robert Dimmitt, 5186 Pale Moon Dr., Pensacola, FL, 32507 for further information.

* * * * *
The 78th Fighter Sqd. World War II members will hold their reunion from August 3rd through the 5th of August, 1984, in Madison, WI.

Please contact Clyde Mortensen, P.O. Box 82, Hartland, WI 53029 — or phone (414) 367-5628.

* * * * *
The USS Indiana reunion will be held at the Sheraton Inn in Southern Pines, NC during the weekend of 21 September 1984.

For more details, please contact: Tom Ruff, 301 Indian River Dr., Palm Bay, FL 32905.

Patton's Hostage Plan Is Revealed

Reprinted from the
Honolulu Star-Bulletin
Feb. 27, 1984

By JUNE WATANABE
Star-Bulletin Writer

No less a military luminary than Gen. George S. Patton Jr. drafted a plan to take 128 local civilian Japanese — including two men who went on to become members of the Hawaii Supreme Court — hostage during World War II.

That intriguing bit of history was uncovered by Michael Slackman, historian for the USS Arizona Memorial, who discusses the plan in an article in the current issue of the journal "Biography."

The plan, which was not implemented, was written sometime between 1935 and 1937, when Patton was stationed in Hawaii as chief of military intelligence, Slackman said.

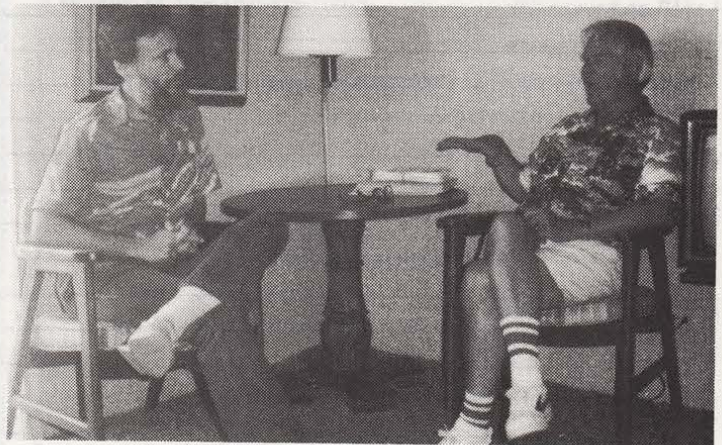
But even before World War II, the document was discarded as obsolete.

Slackman discovered the document, titled "A General Staff Study/Plan: Initial Seizure of Orange Nationals," while doing research for the Arizona Memorial in the National Archives last May.

"Orange" was the term used for Japan before World War II.

The Patton plan was prepared "pursuant to verbal instructions" of Major Gen. Hugh Drum, who was the senior Army officer in Hawaii at the time, Slackman said.

The plan first called for making the telephone of the target hostages inoperative through busy signals. Then, 80 soldiers were to board 20 trucks and arrest 88 civilians who lived in



Michael Slackman, historian for the USS Arizona Memorial and Bob Hudson PHSA on right.

the Honolulu area. Another 40 hostages were to be taken by military commanders in other districts.

Slackman notes that the plan also called for taking hostage eight diplomats at the Japanese Consulate, contrary to international law.

Once arrested, most of the hostages — mainly older men

who were prominent in the Japanese community — were to be held at the Schofield Barracks hospital.

Among those named were the late Wilfred Tsukiyama, who was named the first chief justice of the state Supreme Court, and Masaji Marumoto, who became an associate justice. The list in-

(Continued on Page 36)

Change of Address Notice

Barbara Harris of the PHSA Surviving Spouses Committee has notified the GRAM of her change in address.

10929 Crown Colony, Austin, TX 78747. Phone (512) 282-8880.

REVISED NATIONAL FORMS

The Form 1, Application for Membership and the Form 15, Death Report have been revised to more accurately record the information required by the National Offices.

In view of the new revised forms being placed herein, it is desired that all Chapter personnel who are required to com-

plete the forms destroy all old issues as being obsolete.

Some of the Form 1's contain addresses that are no longer applicable, and as a result, the post office does not forward them to the latest address since they can not forward mail after one year from date of notice of change of address.

The Form 15 contains additional information regarding the next of kin in order that the National Offices may know the desires of the next of kin when it comes to the plaque or the GRAM.

Your attention to these new forms is solicited.

Wally Kampney

SAFEGUARD IMPORTANT DOCUMENTS

Many times during the year, a recently widowed person will visit our office or a County Veterans Service office to apply for survivors' benefits from the U.S. Veterans Administration or other agencies. We are always willing to help that person, but we often have a difficult time because the veteran did not prepare the spouse to be able to answer all of the questions that must be asked to establish the claim.

It really is no one's fault, because we tend not to talk about unhappy situations. Seldom does the possibility of death sometime in the future become a topic of conversation. Maybe, just maybe, you have taken the time to have a Last Will and Testament made up, but what about all of the other important questions that will need to be answered. The Veterans Administration reminds families that they should be aware of survivors'

benefits as well. These include VA pensions, dependency and idemnity compensation for service-connected death, burial benefits, and interment in a national cemetery.

The few minutes spent by the veteran organizing and protecting his documents -- and informing his family -- can do much to avoid anguish during times of emotional stress.

Complete the following "Worksheet for Survivors" and place it in a safe place with your other important documents. Military discharges (DD form 214), dates and places of any previous marriages you or your spouse may have had should be written down (get copies of the certificates or decrees).

Help us help you.

WORKSHEET FOR SURVIVORS

Be Prepared -- Complete this form and keep in personal file. When needed, this information is valuable.

Veteran's full name _____

Birthdate _____ Place _____

Social Security No. _____ VA Claim No. C- _____

GI Insurance File No. _____ Service Serial No. _____

Date(s) entered active duty _____

Place(s) of entry _____

Branch of service _____

Date(s) of separation _____

Place(s) of separation _____

Discharge (or DD Form 214) recorded at City _____

County _____ State _____ Vol. _____ Page _____

Wife's full name prior to marriage _____

Date of marriage _____ Place _____

Previous marriages of veteran (names, dates, places):

1. _____

2. _____

3. _____

Previous marriages of spouse (names, dates, places):

1. _____

2. _____

3. _____

Children (names, dates and places of births):

1. _____

2. _____

3. _____

If either you or your spouse had previous marriages, it is important that you list how these marriages ended (death, divorce, annulment), and that you list the dates and places of termination, as the VA must have proof that your marriage to the veteran was legal. Use back of this form for the listing. If possible, attach a copy of veteran's discharge for your file.

(Additional copies of this worksheet available from: Department of Veterans' Affairs, 3000 Market Street NE, Suite 534, Salem, Oregon 97301.)

Patton's Plan . . .

(Continued from Page 35)

cluded 25 persons from the medical profession, 39 from business, 25 religious leaders, eight educators, seven attorneys, 10 politicians and government leaders and nine publishers and writers.

Although the hostage plan never went anywhere, many of the restrictions on Japanese-Americans and stringent security regulations outlined by Patton were put into effect after Pearl Harbor was bombed, Slackman said.

Although the plan does not disclose the intended fate of the hostages, Slackman concludes, "Certainly Patton had no compunction in principle about shooting civilian prisoners."

In analyzing the document, Slackman said, "Clearly, Patton considered Hawaii's Japanese to be of questionable loyalty to the United States. He apparently believed that only the threat of strong retaliation would prevent the emergence of a fifth column in the event of war or crisis between the United States and Japan. It was an assumption shared by many of Patton's contemporaries."

Slackman says the plan reveals many of the traits — including drive, ruthlessness, intensity and a grasp of mechanized warfare — that made Patton a "legendary battlefield commander."

NC CHAPTER #1

. . . has for sale

BATH TOWELS

WITH PHSA LOGO

Towels are peach color or white pastel with the logo at one end. The logo is dark blue, water blue and the bomb a dark red. Towel size is 48" x 26". Please send check or money order to:

Jack M. Anderson
402 E. 18th St.
Kannapolis, NC 28081

Price of
Towels **\$12** EA.
(INCLUDES SHIPPING)

I Remember December 7, 1941

December 7, 1941, will always remain a red letter day in my life. As I sit here and reminisce in my own thoughts and relive the years that I spent in the Navy, to me they remain as vivid now as they were when I was living them. I think of those years real often and I shall always cherish them as having been the fondest years of my life.

Very briefly I will go back several years prior to my enlisting in the Navy and give a capsule background of a young farm boy who grew up in Central Kentucky. At a very young age I always had aspirations to join the Navy. Even though I joined the Kentucky National Guard (Infantry Co.) at the young age of 17 while I was in high school, the Navy was always in the back of my mind. While in the National Guard we were frequently called out for duty. We were called to duty June 1939 during the worst coal strike in Southeastern Kentucky history. My company stayed in the coal fields of "Bloody Harlan County," as it was called then, for two

months. After that little skirmish, I was firmly convinced that I had served enough time as a foot soldier. By the way, my old National Guard was called to active duty in the early Spring of 1941.

December 12, 1939, at the age of 20, my life's ambition became a reality as I joined the Navy for a six-year hitch. I was sent to Great Lakes Training Station for my boot training. It was there that I received my baptism of Navy life. I thought at that time that I had reached the pinnacle of my life. After boot camp I was sent to Mare Island where I went aboard the *USS Antares* for transportaton to Pearl Harbor. We arrived at "Pearl" on Easter Sunday 1940. Upon arriving there I was transferred to the *USS New Orleans* (CA 32). This heavy cruiser was to be my home for the next three years.

The "No Boat" as we called her, was attached to the "Haw-Det. Fleet." In those days life on board ship was pretty much routine. I was assigned to the Fourth Division on the "No



Boat" shortly after going aboard. I was transferred to the ship service store (Gedunk Stand). I remained in ship service during my tenure on the *New Orleans*. My battle station was on Gun 4-Anti-Aircraft Battery (Pointer).

The morning of December 7, 1941, began as all previous days had. The sun came up and was shining brightly over the island of Oahu on that quiet and peaceful Sunday morning. The "No Boat" was tied up along side 10-10 dock near what we sailors called "Fleet Landing." I had eaten early chow and had gone up to the quarter deck to pick up a bundle of newspapers (*Hon-*

olulu Star-Bulletin) which we sold in the Gedunk Stand. I was reading the paper when "Punchy Pierpont" (the ship's lightweight boxer) came by. We were shooting the bull when GQ was sounded. When we reached topside we were greeted by dive bombers, torpedo and fighter planes. The torpedo planes were so low that you could easily see the pilots as they passed our stern releasing their torpedos toward battleship row. The rising sun on the planes left no doubt that this was no dummy run. We manned our guns as quickly as we could. In a very few minutes the sky over Pearl was darkened

(Continued on Page 38)



Les LeFan on left and Willard "Chick" Yaroch on the right, were in the 4th Defense Bat. in the U.S. Marine Corp., 90mm Anti-Aircraft Battery "F" during the attack on Pearl Harbor. Although they have been in touch with each other over the past years, it took 40 years for them to meet again. Both Les and Willard would like to hear from some of the old gang. Their addresses are as follows: Les LeFan, 3313 Meadow Oaks Dr., Temple, TX 76501, and Willard Yaroch, 552 Gerald Ave., Sun Prairie, WI 53590.

Executive Board Directives

- #1-84 President Speelman requests that his expenses be paid by the Association for his trip to 1984 National Convention site to finalize plans and Contract. Approved, yes 11 no 0
- #2-84 Florida Sun Coast Chapter #1 requests permission to use PSHA logo on a vest. Approved, yes 11 no 0
- #3-84 California Chapter #12 requests permission to use the PSHA logo on return address labels, labels to be sold to members by special order only. Approved, yes 11 no 0
- #4-84 Louisiana New Orleans Chapter #1 requests permission to use PSHA logo on Creole Food Cookbook. Approved, yes 11 no 0
- #5-84 Any Chapter may purchase two (2) Memorial Plaques from the National Treasurer's Office at a cost of six (\$6.00) dollars each to have on hand for presentation to next of kin. Chapter to be responsible for cost of plaque issued to a non-eligible Survivor. Any authorized plaque issued will be replaced by National Treasurer's Office at no cost to Chapter. Approved, yes 11 no 0

MEDAL HOLDERS SHUN TITLE

By VEDA FEDERIGHI

Sacramento Union Staff Writer

They're not supermen. They don't like to be called heroes.

And never say that they "won" the Medal of Honor.

It's the nation's highest award for valor in war, not a contest.

"It was something that happened in the heat of battle, you just carry on after that," said Marine Gunnery Sgt. Richard Pittman, a Stockton native who earned his medal in the jungles of Vietnam.

"I knew there were a lot of North Vietnamese out there, but I didn't say maybe I'll get a medal for this," Pittman said.

"In battle, there's too many

things happening to think. Most of the time you're just glad to get out alive."

Pittman, like many recipients, feels that "there are probably hundreds of deeds that went unseen or recorded that were just as great as those of us who have been awarded medals.

"Bravery isn't something you can compare or weigh. It's not five dollars in one hand and \$2.50 in the other," said Pittman, now stationed at Camp Pendleton.

Earning the medal takes not only extraordinary deeds, but also witnesses willing to testify to it. It has to be something that "if you didn't do you couldn't be punished for it," said Pittman.

I Remember . . . (Continued from Page 37)

with black smoke billowing from the ships that had taken direct hits. Also the sky was marked with black bursts from the ship's anti-aircraft battery throughout the harbor. The battle wagons that had lost thousands of gallons of oil were on fire. The water near battleship row looked as though it was a solid flame. This being our first baptism under attack will always remain with me as long as I live. It was a most sickening sight to see the destruction that was inflicted upon our fleet and navy yard during such a short period of time.

After the Pearl Harbor disaster, the *New Orleans* had the distinction of being engaged in several more battles in the Pacific. We were operating with the aircraft carrier *Lexington* during the Coral Sea Battle. We took on several of her survivors when she went down. Then came the "Battle of Midway" which we also took part in when the carrier *Yorktown* also went down. Later that summer, our task force shelled the Solomons (Guadalcanal) prior to the Marine's landing. The *New Orleans* had her bow blown off later during the Battle of Tassafaronga, and several of her crew lost their lives during this engagement. My last three years were spent on the *USS Hamul* (AD-20). We were in the vicinity of Okinawa during the last days of the war. Those were the days of "The Kamikaze

Suicide" era. We witnessed several attacks, but were most fortunate not to have been hit.

I was discharged January 9, 1946 as SK1C at Great Lakes where I had entered the Navy six years before. It didn't look like the same place where I had taken my "boot training." I have been married to the same girl for 42 years. We have a son and a daughter. My son put a hitch in the Navy (1963-1967).

I have been employed by Southeast Coal Company for several years and I am looking forward to retirement in the near future. We hope to make it to Pearl Harbor one of these days while we have good health.

It would please me very much if some of my old buddies would drop anchor long enough and fill me in on their last 40 years. Most of the fellows will remember me as "Tommy" who operated the Gedunk Stand aboard the old "No Boat" during those years and also served them "Royal Coca-Cola" when we crossed the equator in early 1942 enroute to Brisbane, Australia. Several of us were made "Trusty Shellbacks" during that cruise.

Well shipmates, it's time for taps and may I say again, thanks for the memories and may God be with you always.

Raymond Thomas
Route #3
Irvine, Kentucky 40336
(USS *New Orleans*)

"It's an individual decision each man makes."

"The things we've been honored for just seemed ordinary to us," said 90-year-old Medal of Honor holder Lou Van Iersel of Sierra. "We cared about our buddies."

As the nation's highest award, the medal is the only medal *mandated* to be awarded "with formal and impressive ceremonial." Usually it's the president doing the presenting, awarding it in the name of Congress (which is why it's often called the Congressional Medal of Honor).

Conferred upon the recipient is the honor of the most important military recognition for bravery an American can earn, a \$200-a-month stipend, and "membership in a very elite club," said Army Col. Charles W. Davis of San Francisco. "You don't have any dues, but you have a high interest fee to get into the club."

Its members are "just as different as any hundred people you'd walk out in Sacramento and tap on the shoulder," said Davis, former president of the national Congressional Medal of Honor Society. "We have college presidents down to people who served time in prison, a cross-section of America," said Davis.

"The medal in itself doesn't make a man into something he's not," Davis said.

But it can give him opportunities he might not otherwise have had, these men agreed.

"I've traveled to a lot of places and met a lot of people at

all levels of life," said Pittman. "I've been at four presidential inaugurations, and met the president. How many Marine gunnery sergeants get invited to presidential inaugurations?"

But these men agreed with retired Army Maj. James Taylor, a Vietnam veteran, who said, "as far as changing me as an individual, no. I'm still an American, still with a job to do in society.

"The Medal of Honor is a great honor, but it doesn't make me any better than anybody else," Taylor said.

"We're just regular people," said Pittman. "We don't run into phone booths, wear a big 'S' on our chest and cut out hair with kryptonite scissors."

Pressed to talk by reporters, they will, but they aren't quick to share their stories with friends.

"If you recount your action every time, pretty soon you have no friends," Carlos Ogden, a World War II veteran living in San Jose, said with a laugh.

"I played golf with a guy for almost two years," said Taylor, "and he was madder than hell at me when he found out — from somebody else.

"Most of us guys feel we are individuals first, 'war heroes' second. You're out there, you have a job to do, you do it. You've either got to get off your butt or lay down and die, and I've always been a fighter.

"Because I got a medal doesn't change that I'm still Jim Taylor. That's the way I am."

But as little as these men feel

(Continued on Page 39)



Mine Division One: Left to right — DM-22 (USS Pruitt) — DM-20 (USS Preble) — DM-19 (USS Tracy) — and DM-21 (USS Sicard).

Richmonder's Guns Were Ready

By STEVE CLARK

For a year after he got off a troop ship in Honolulu in December 1940, Pfc. Joe Nuckols, a Richmonder attached to F. Battery, 55th Coast Artillery, U.S. Army, had a ball.

"I surfed, I danced at night-spots. It was great to be a serviceman in Hawaii in those days," recalled Joseph S. Nuckols Sr., 64, a retired U.S. Postal Service employee now living in Mechanicsville.

Shortly after dawn on Sunday, Dec. 7, 1941, the party ended for Nuckols and other American servicemen in the Hawaiian Islands. Two waves of Japanese airplanes attacked and bombed American military bases in Honolulu, including the big U.S. Navy base at Pearl Harbor, where the most damage was done.

Nuckols has vivid memories of that morning 42 years ago, and one afternoon last week he sat in the den of his home and recalled what he saw and did on the day that President Franklin D. Roosevelt said "would live in infamy."

Actually, Nuckols said, the situation in Honolulu started getting tense about 10 days before the Japanese attacked.

"On Nov. 27," he said, "all military units in the Hawaiian Islands were put on full alert.

For the first time, we were issued live ammunition and were assigned to alert positions."

The artillery battery in which Nuckols served was ordered to move shells from a magazine to the battery's anti-aircraft gun positions on Sand Island, a small strip of land in the mouth of Honolulu harbor. The shells were trucked from the magazine to a pier, then transported by barge to Sand Island.

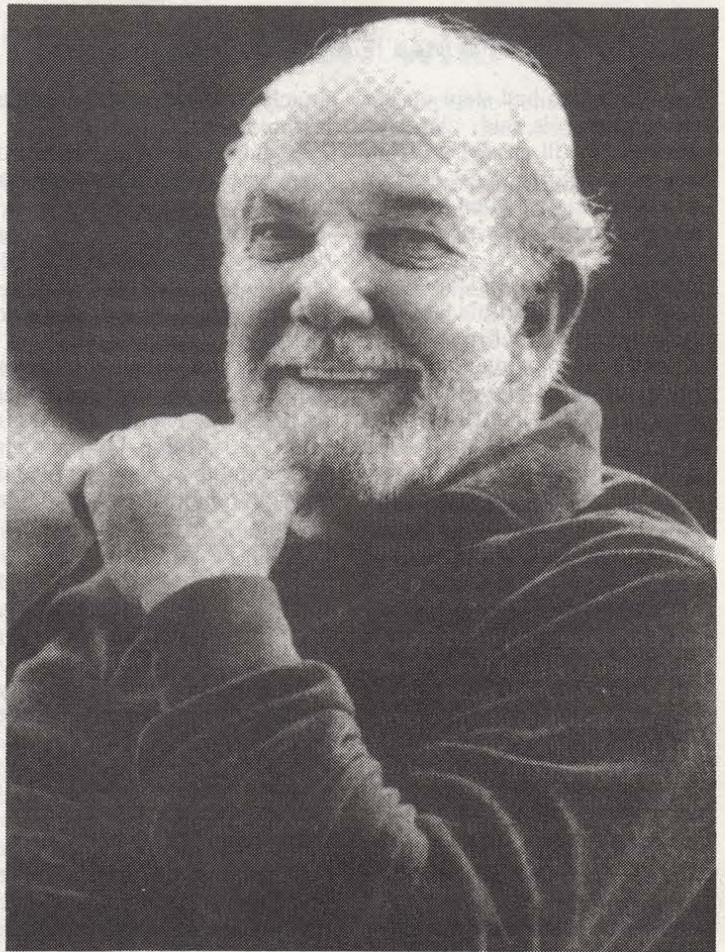
"During the alert, the Navy pulled all of its ships out of the harbor and formed what was called 'the mighty band of steel' around the island (Oahu)," Nuckols said. "If the Japanese had attacked Pearl Harbor during the alert, they would have nothing but water in the harbor.

"The reason we were put on alert, we were told, was that they (American military commanders) couldn't locate the Japanese Navy."

Five days later, Nuckols said, the alert was called off and a peacetime status was in effect again.

"The Navy ships came back to Pearl Harbor. The Marines pulled out of their pillboxes, and all ammo was carried back to the magazines," Nuckols said.

All ammo, that is, except that belonging to Nuckol's artillery outfit.



Joseph Nuckols Sr. danced the hula for a time in the late 1970s as "Pineapple Joe."

"Our battery commander, a Lt. Charles B. Cox, got special permission to stay on Sand Island and keep our ammo."

There's been a renewed interest in the medal, after the 1960s and '70s, when it seemed more fashionable to put down patriotism, and these men are glad to see it.

"The people's attitude about our country and what we stand for, it's on the upswing," said Taylor. "People are thinking more about why we are free today."

Millions of Americans have fought and died for our country. These men are symbols of their sacrifice, they said, sacrifices they hope never have to be made again.

"We're not heroes, we're not winners, we're recipients," said Michael.

"We don't like war, we don't want war, and we hope there's never any 'recipients' again."

The reason, Nuckols explained, was that the battery was in the process of making a permanent move from Fort Ruger in Honolulu to Sand Island. A mess hall and latrine were under construction on the island, so it seemed silly to move the ammo back to the magazine and then have to move it back to the island once the facilities were completed.

"So we stayed on Sand Island, in tents, and had our ammo," Nuckols said. "That is how come we had our anti-aircraft guns loaded and were able to shoot at the Japanese planes on Dec. 7."

One of Nuckol's assignments was to steer a personnel boat back and forth across the small strip of water that separated Sand Island from Honolulu. Early on the morning of Dec. 7, he piloted the boat to a pier to make his first run of the day.

"I went to pick up about 25 guys who had missed the mid-

Medal Holders . . . (Continued from Page 38)

the medal changed them personally, they admit that people sometimes expect something different.

"You're fully aware that people are watching your moves," said Ogden. "There's a sense of responsibility that comes with the medal."

"That's the thing I would most rather do without, the feeling that I have to live up to someone else's impression of what the medal of honor is," said Pittman. "I'm Gunnery Sgt. Pittman, a damn good Marine and should be judged on that."

"I've felt I've had to live up to it," said retired Army Air Corps Lt. Col. Edward S. Michael of Fairfield. "I didn't mind doing what I had to do. Others did the same kind of thing.

"But I don't particularly relish the publicity, this kind of thing.

"To you, this is just a story," said Michael. "To me, I relive it every time."

These men don't mind telling their stories, said Michael, if it's something "that leads to patriotism," for whatever else they are, they are supremely patriotic.

"I think really everyone is patriotic, and would defend our country," said Ogden, "but when you realize you've gotten the Medal of Honor for it, it makes you much more aware of your patriotism, and it's responsibilities."

"What we're talking about is being in a room full of Americans that believe in our way of life," said Pittman.

(Continued on Page 40)

Richmonder's . . . (Continued from Page 39)

night boat and had slept on the dock," Nuckols said. "Most of them were still gassed up from the night before. Pearl Harbor day began for me when I picked up 25 drunks in a personnel boat."

After loading his "loaded" passengers, Nuckols started back to Sand Island.

"We were moving out, when some guy said, 'Hey, the Navy must be having maneuvers this morning. Look at all the planes over Pearl Harbor.'

"Then, we saw all that smoke and fire, and we didn't know what in the hell had happened. We thought something had blown up."

Back on Sand Island, Nuckols and his fellow soldiers soon got the word that Pearl Harbor was being bombed.

"Everybody was ordered to stop whatever he was doing and man positions. That's when we went to the guns."

Sitting at the guns and looking to the skies, Nuckols and his outfit got word from an observation post on a hilltop that a wave of Japanese planes was heading for Honolulu harbor.

"We saw them come over Punch Bowl and head our way, and we put up a barrage of anti-aircraft fire. I remember watching one plane fall right in the harbor near our position. It threw a tower of water in the air as high as the Central National Bank building."

Nuckols' outfit got some help from a U.S. Coast Guard boat, the *Taney*, and the *Jagersfontein*, a Dutch luxury liner that was sitting in the harbor that morning.

"Because of the situation in Europe, all luxury liners were equipped with some guns. This Dutch ship, which was scheduled to sail out of the harbor that morning, uncovered its guns and started shooting with us."

Presently, a second wave of Japanese planes came over

Punch Bowl but veered off at the last minute.

"I guess they got the word there was something waiting for them."

Soon after that, more planes flew over the harbor and Nuckols' group cut loose again. Trouble was, they were American planes.

"The word we had gotten was that everything in the air that morning was enemy," Nuckols said. "But, some U.S. planes did get in the air, and damned if we didn't shoot down a couple of them."

As far as Nuckols' outfit was concerned, the action on Pearl Harbor was over in 30 minutes, after which there was "utter confusion," he said.

"We spent most of the day watching the smoke and fire over at Pearl Harbor and wondering what was going to happen next. There were all kinds of rumors, including one that the Japanese were going to invade Honolulu. We were under strict curfew orders and on full alert for about a month. No liberty, no nothing."

In short, the party was over.

Nuckols, who had been scheduled to get out of the Army in the summer of 1942, remained in the military service until 1945. He was transferred to an infantry outfit in the 10th Army and took part in mop-up operations following the invasion of Tarawa in the Gilbert Islands in November 1943.

"I was part of the garrison force, so, when I walked on to Tarawa, it was as safe as walking up Broad Street," said Nuckols, who grew up in Highland Park and attended John Marshall High School.

In 1944, he was transferred to special services and finished up the war as entertainment director for harbor defense troops in Honolulu.

"That's when I started having fun again."



Milton Beaudry, right, presents the PHSA flag to Bill Weeman, commander of Lynn C. Weeman American Legion Post 514 of Monroe, MI.

FLAG PRESENTED

This past March, Milton Beaudry of Erie, MI, presented American Legion Post 514 a PHSA flag in remembrance of Lynn C. Weeman, who died for his country on Bataan's Death March.

Lynn was the first member of the Armed Forces to die from Monroe, Michigan. Post 514 is named after Lynn.

In Milton's investigation and research to find the true history on Lynn, he stated that it was far out and that he loved his country and died for it.

Lynn's ship was the *USS Cannpis*, a converted sub ten-

der. He and the men with him made ammunition for the troops fighting on Bataan. At night, they would take the ammo to the troops at any cost. They would hide by day and work all night making this ammunition. When the ship could not hide any longer and not go on, they took it out to sea and sank it so the enemy could not use it.

Lynn and his group were captured by the Japanese and put on the Bataan Death March to Camp O'Donnell. These were gallant fighting men and will long be remembered in U.S. history. May they all "Rest in Peace."

Who Named Old Glory?

Reprinted with permission from the VFW

By PAUL V. MILLER

FREEDOM — Who named our flag "Old Glory?"

The following item was discovered among some of my grandfather's things he had saved from the Civil War period. Under the headline "Daughters of Union Veterans of the Civil War, 1861-1865," the following story is told.

Who named our Flag "Old Glory?" It was a sailor whose love for his country was second

only to his God — William Driver.

He was born in Salem, Mass., March 17, 1803, and at age 13 shipped out as a cabin boy on the sailing ship "China" bound for Leghorn. On his fourth voyage, William was made mate of the *Jason*, and at age 19 he became master of the *Charles Dagget*, a trading packet sailing between the South Sea islands and the United States.

William Driver brought the first bale of rope-making manila

(Continued on Page 41)

Kurt W. Bocian of 24853 96th Ave S. #1, Kent, WA 98031-4869 would like to get in touch or hear from anyone who were on the following ships.

The *USS Chevalier (DD-451)*, The *USS Preble (DM-20)* from October 6, 1939, to April 16, 1921, and the *USS LaVallette (DD-448)* on the 6th and 7th of October 1943.

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Old Glory . . . (Continued from Page 40)

ever shipped to the U.S. He made the shortest voyage ever made around the world in a sailing vessel.

On one voyage, he saved the lives of all inhabitants of the tiny mid-Pacific island of Pitcairn after they had been taken prisoners and carried off to the island of Tahiti.

His townspeople were very proud of their boy who had won such reknown, and the ladies of Salem made a flag by hand and presented it to him just as he was about to sail on another long voyage. Capt. William was a devoted Christian and Episcopalian.

He folded his flag into a triangle, and a young sailor stood by to hoist it. William dipped each point of the flag into Atlantic water, and as he did so, he consecrated it to: "God, the Father, God, the Son, and God, the Holy Ghost." As the flag was hoisted and unfurled, Capt. Driver said, "Old Glory, mates.

Old Glory." This occurred Feb. 21, 1831.

The rippling "Stars and Stripes" were to him personification of grandeur and glory. The name was but an inspiration at the moment, but ever after the captain called the flag "Old Glory," and his family never thought of speaking of it in any other way. The townspeople took up the name, and from then on it was known as "Old Glory" and so will it ever be.

Capt. Driver did not become a slave owner, and was too old to enlist in the Civil War, but was a strong Union sympathizer. He kept "Old Glory" in his house at Nashville while Confederate forces held the city. When the first union gunboat arrived at Nashville, he was at the levee to meet it.

He took Capt. Thatcher of the 6th Ohio, with a corporal's guard, to his house and ripped "Old Glory" out of its hiding place in the mattress of his bed where it had lain since the begin-

THIS AND THAT with Mac . . .

Reprinted with permission from the VFW

DIMINISHED VETERAN BENEFITS COMING. Most Americans seldom take time to appreciate the luxury of our freedoms and take them for granted without question as to who or what made it all possible. This same attitude is reflected by most veterans who take their many benefits for granted without question as to who and what made them available.

We Americans and veterans are the most fortunate people on earth compared to most of the world's people and countries. Note the tens of millions of legal and illegal aliens who continue to invade our country. Ask them why they left their homeland and chose to come to the United States. You will find that "A Silver Platter" did not offer them freedom of opportunity or social benefits.

Throughout our history, veteran organizations have led the way to veteran benefits most veterans take for granted as being for specially privileged. It was and is veteran organizations that created and fought for most

legislation to benefit the service disabled, their dependents and all veterans.

An outstanding example was the American Legion's efforts and planning that gave birth to the Original G.I. Bill of WWII. From that time on, eligible veterans were handed (on their silver platter) an opportunity to advance their education or job skills, purchase a home, retain G.I. life insurance, receive improved disability compensation or pension, receive free medical care, receive burial allowances, etc.

The majority of veterans have and are taking these benefits for granted without so much as lifting a finger. They are now being shocked as they learn their benefits are not like they used to be, and their continued lack of interest and concern for fellow veterans is going to come back to them.

The \$300 VA burial allowance is no longer available to most veterans. Now, because hospital and clinic directors have been instructed that they must contain medical services within their allotted budget, things will be tight. They are permitted to use their own discretion on how to do it. The service connected veteran who requires care for that disability will always have priority, but the non-service connected veteran is now being turned away from out-patient treatment. Hospitalization is still available to these veterans if they cannot afford private care, but fewer beds are making that a problem.

Those 25 million veterans who do not or never did belong to a veteran organization are going to learn those annual dues were pretty cheap compared to medical bills they will have to pay — unless they qualify for MediCal or Medicare.

Many will find the hard way that their lack of concern for fellow veterans is going to kick back at them very expensively. Thousands of nursing beds will be needed by veterans during the next 10 to 15 years and continued lack of concern is going to be returned to many of these veterans who have not appreciated the work of veteran organizations.

ning of the war.

Folding it back into a triangle, and accompanied by the corporal's guard, Capt. Driver took the flag to the capital and hoisted it.

As it went up, he said, "Boys now that 'Old Glory' is up there, I am ready to die." He left it up there and guarded it a few hours because some Confederates were still in the city. He then replaced it with another flag he owned. This was February or March, 1862.

The original "Old Glory" now lies in the National Museum in Washington, in a glass case made especially for it. It was placed there by his eldest daughter, to whom Driver gave "Old Glory," and it was with assistance of the late President Warren G. Harding that she put it in the museum.

At the time he died, Driver spoke six languages and was writing for scientific magazines; some of his writings were on the glacier period. Although he left school at 13, he never stopped studying, even when at sea.

PEARL HARBOR SURVIVORS

SUCCESSFUL WEEKEND

Reprinted from the
Gridley Herald,
Butte County, CA

A weekend gathering in Gridley of Pearl Harbor survivors has been rated a huge success, attracting more than 200 people.

According to Loyd Scott, president of Feather River Chapter 25 of PHSA, the weekend gathering at the Butte County fairgrounds in Gridley attracted survivors from as far north as Bend, OR, and as far south as Lake Elsinore.

The association has nearly 9,400 members nationwide and more than 2,300 in California. The event was called the second largest concentration of Pearl Harbor survivors in the state next to the state convention.

A Chico resident, Scott added the fairground facilities were superb. This year marked the first time local Chapter 25 held its annual steak and clam feed in Gridley.

The local chapter has 44 members, including Gridley's Joe Adams.

There was talk of designating Gridley as the site of a future association convention.

The Pearl Harbor survivors had many stories about their experiences. One of the most interesting was offered by Karl Johnson, the association's northern vice state chairman.

A Livermore resident, Johnson was aboard the *USS Utah* at the time of the attack on December 7, 1941.

His ship, a former battleship that was serving the fleet in 1941 as a target vessel, was quickly sunk by Japanese bombs.

Johnson was rescued by a nearby "whale boat." He spent the rest of the morning fishing his shipmates from the waters.

Several days later, Johnson was a crew member of the *USS Detroit*, which sustained only slight damage during the sneak attack.

Johnson was aboard the *Detroit* for the course of the war. He called the ship "lucky." In addition to escaping major dam-



Pearl Harbor Survivors — More than 200 Pearl Harbor survivors spent the weekend in Gridley at the fairgrounds. Gridleyan Joe Adams, holding the U.S. flag, is joined by Pearl Harbor Survivor Association leaders, from left, Jim Moe, state secretary, Sacramento, Chapter 6; Dick Duran, state chairman, Pine Grove, Chapter 26; Lorena Danis, assistant state chaplain, Yucaipa, Chapter 9; Adams, Chapter 25; Karl Johnson, northern state vice chairman, Livermore, Chapter 2; James Wilson, southern state vice chairman, Palmdale, Chapter 18; and Loyd Scott, Feather River, Chapter 25 president, Chico.

age at Pearl, the *Detroit* managed to evade several enemy torpedoes during the war.

The *Detroit* and Johnson saw the beginning and the end of America's involvement in World War II. In addition to being in Pearl Harbor on December 7, 1941, the *Detroit* with

Johnson aboard, was on hand for Japan's surrender in Tokyo Bay.

Johnson said his view of the surrender was obscured by the bridge of the *USS Missouri*, where the document was signed.

SEAMAN Z

As was noted in the January 1984, issue of the *GRAM* about "Seaman Z," it was part of a larger story concerning President Roosevelt's alleged failure to inform the commanders in Hawaii of the imminence of a Japanese attack.

The following is an article on that subject which may provide a background for those readers who might wish to explore for themselves this still-disputed aspect of the Pearl Harbor attack.

By John Fahey

The Japanese attack on Pearl Harbor was a tactical triumph but a strategic disaster. At a single blow costing only 29 aircraft, they neutralized the U.S. Pacific fleet and eliminated the major threat to their drive into Southeast Asia. On the other hand, fear, humiliation, and blinding rage so aroused the American people that they eagerly supported the President as he led them in a war that would inevitably end in Japan's

destruction. The U.S., which had been so divided on the question of preparedness that the bill to extend the draft had passed the House by a single vote in August, now had a unifying goal — to avenge Pearl Harbor.

When Japan's Axis partners joined in the war a few days later, the country was in a fighting mood and ready to take on Hitler as well.

In Washington, President Roosevelt, while appalled by the carnage at Pearl, knew also that a major problem had been settled. He had long felt that a victorious Hitler in Europe posed a deadly threat to the U.S. Although urged by some of his cabinet to push for war before Britain fell to the Nazis, he knew that, as matters stood, it was a political impossibility. The best he could do to help the beleaguered British was to resort to such devices as Lend-Lease, and even there he ran into heavy opposition in Congress. Now the way was cleared for the all-out effort.

This convenient, but costly, solution to FDR's dilemma together with the almost incomprehensible failure of the Army and Navy commanders in Hawaii to have their forces on full alert on Dec. 7 became the basis for the belief that Roosevelt had maneuvered the Japanese into attacking and that he withheld vital information from Admiral Kimmel and General Short. Not only did Kimmel and Short, who bore most of the blame for the American failure, understandably subscribe to this theory but so did a large group including admirals, journalists, political enemies of FDR, and countless ordinary citizens.

The Joint Committee of Congress Investigating Pearl Harbor, which sat in 1945-1946, delivered what is apparently the verdict of history. In its 39-volume report were listed serious deficiencies and errors of judgment in both Hawaii and Washington. Significantly, despite intense pressure from Re-

publican members of the committee, no proof was unearthed to show Roosevelt guilty of wrongdoing. Nevertheless, there were and still are shadowy areas which serve to keep the controversy alive. This is best illustrated by the appearance, 40 years after the attack, of two best-sellers whose authors, both respected historians, take opposing views on the subject.

"*Infamy: Pearl Harbor and Its Aftermath*," by John Toland, is in a sense a historical detective story. Toland, author of a number of books on WWII, including two on the war in the Pacific, became convinced in the course of his research that there had been a cover-up of Pearl Harbor. In spite of numerous investigations — nine by his count — there were still too many unanswered questions and too much conflicting testimony.

"*Infamy*" is the result of what Toland calls "The Tenth Inves-

(Continued on Page 43)

Seaman Z . . . (Continued from Page 42)

tigation" — his own exhaustive search for the truth. What he found convinced him that the truth about Pearl Harbor had indeed been buried in official Washington.

According to Toland, FDR, after learning that a large Japanese naval force was en route to Hawaii, decided to let events run their course rather than risk action by the local commanders which might cause the Japanese to abort their attack. Joining him in what, if true, was one of the riskiest decisions in history, were the Secretaries of Army and Navy and the chiefs of the armed forces. Presumably they counted on the defenders being in such a state of readiness that they would have inflicted heavy casualties on the enemy while sustaining few themselves. Tragically, of course, the scheme backfired.

Thereafter, Toland writes, it became necessary for otherwise

honorable men to cover-up and perjure themselves in order to conceal the fatal decision of their Commander-in-Chief.

Central to Toland's thesis are several generally accepted facts among which are the following:

It was FDR's policy that if war were to break out in the Pacific, the first shot must be fired by the Japanese. The basis for this may have been the President's desire to give isolationist politicians no cause to quibble in the event of hostilities. Or, he may have been thinking of his campaign promise not to send America's sons into war. If the Japanese attacked first, the promise would be negated.

Much of the information relating to Japan's intentions before the attack was derived from "Magic," the cryptographic breakthrough which enabled the U.S. to decipher messages in Japan's diplomatic (Purple) code. Of special importance

were messages from Tokyo to its embassy in Washington and to its Consulate in Honolulu which harbored their navy's principal spy. To avoid compromising Magic, distribution on intercepts was limited to the President and a handful of top officials. From time to time, intelligence based on Magic would be sent to commanders in the field, however it was repeatedly shown in investigations that Short and Kimmel were not given information that was of vital concern to them. In part this was due to bungling at general staff level. Whether a more sinister policy was at work is arguable.

On the evening of Dec. 6, again thanks to Magic, the President had in his hands Japan's reply to the U.S. ultimatum of Nov. 27, which the Japanese ambassadors were later instructed to deliver precisely at 1300 Washington time (0730 in Hawaii). FDR's remark to Harry Hopkins, who was present when the message was delivered, accurately summed up the lengthy diplomatic letter — "This means war." He did not then nor did any other official in Washington notify Hawaii although Japan's custom of striking without warning was well known.

In attempting to prove that FDR knew when and where Japan was going to attack, Toland is on less secure ground. Here he relies heavily on evidence derived from a cast of characters straight from an old spy movie to show that news about a Japanese task force approaching Hawaii was given to Washington (FBI, Naval Intelligence) before Dec. 6. What disposition was made of this and similar intelligence is not clear. Records have disappeared, and conflicting and self-contradictory testimony has been given by those who might have handled such information. According to Toland, this is part of the cover-up.

"Infamy," unlike other revisionist books, is a reasoned, objective, and thoroughly fascinating account of one of the most complex issues in history. Whether Toland will convince his readers that the smoking pistol was in the hand of President Roosevelt is another matter.

One expert on the Pearl Har-

bor story who would disagree with the revisionist thesis is the late Gordon W. Prange, author of "At Dawn We Slept: The Untold Story of Pearl Harbor" published in 1981. It is perhaps the most scholarly, comprehensive and literate account of the Pearl Harbor drama yet to appear.

Although Professor Prange's book is narrative rather than polemic, he leaves no doubt where he stands on the various revisionist theories. So positive were his views that his collaborators included some of his extensive notes on the subject in an appendix.

Prange points out that if FDR had knowledge of the Japanese fleet approaching Pearl, the logical action would have been to take Kimmel and Short into his confidence. Then they could have permitted the enemy to sail into a trap and be annihilated at small cost to the defenders. The mere presence of six Japanese carriers in Hawaiian waters would be sufficient proof of hostile intent, and the question of who fired the first shot would be irrelevant.

Also the principal target of the Japanese was not the naval base or the defenses of Oahu but the U.S. fleet. If Kimmel had moved the fleet to a defensive position at the last minute, it is most unlikely that the Japanese would have aborted the attack. All indications are that they came to fight.

Still another reason to question the conspiracy theory is that if FDR was seeking to have the Japanese fire the first shot in the war, he had such an incident in the making in the far east. Washington was well aware that a large Japanese naval force was proceeding south from Formosa. (This was actually the main effort of the Japanese.) Inevit-

(Continued on Page 44)



Remembering Pearl Harbor — Waiting for the arrival of 50 campers full of Pearl Harbor veterans are, from left, Rolfe Dixon of Placerville, Jim Bryson of Stockton and Loyd Scott of Chico. Bryson and Scott served together on the USS Monaghan during World War II. The Monaghan, a 1,358 ton destroyer launched in 1935, was one of the lucky ships at Pearl. It escaped the brunt of the Japanese aerial attack. As the second aerial attack wave was beginning to develop, an enemy midget submarine was sighted in the harbor. The onrushing Monaghan caught the enemy submarine with a glancing blow. The Monaghan blew the submarine to pieces with a shallow-pattern depth-charge attack set at 30 feet. The destroyer escaped damage but ran ashore in the very restricted waters of the channel. However, she recovered and was able to reach the sea. Still, her days were numbered. The Monaghan was sunk Dec. 18, 1944.

Chapter 6 Sacto River
City — 3rd Sunday

Victor Weiher, President
(USS Detroit),

Virgil Frame, Vice President

(USS St. Louis), Robert

Sargent, Secretary (USS
Tucker), James Cone,

Treasurer (NAS Kaneohe).

2510 32nd, Ave., Sacramento,
CA 95822

A VISIT WITH THE PACIFIC FLEET

Dear Ken:

While in Hawaii in late February, I was invited to the offices of Commander in Chief, Pacific Fleet. I was honored to be there and had a marvelous visit with Captain D. Strole, public relations officer. I was given a photo of the commander in chief seated at the famous desk of Admiral Nimitz — now the desk of Admiral Foley. I was pleased to have had my photo taken by the Navy at ten ten dock where my ship the *USS Oglala* sank the morning of the attack.

I went to the home of my former executive officer, Lt. Commander Roland Krause, who retired as a Navy captain. I found this remarkable gentleman in poor health and confined to a wheel chair. During the visit, I was privileged to receive some copies of historical papers of Captain Krause. I was granted permission to use these papers in the book I am writing, and I was given permission to give copies of those papers to Mike Slackman, the historian of the Arizona Memorial. Two days after my visit, Capt. Roland

Seaman Z . . .

(Continued from Page 43)

ably they would attack the Philippines, perhaps in a matter of days. America would go into the war with the cry of, "Remember Clark Field."

Finally, even though Japan went to war with Great Britain and the U.S., there was no assurance that Hitler would oblige the American President by declaring war. If he did not, Britain would be left with another war on her hands and FDR would still face the problem of convincing the country that Hitler was the great threat.

According to Prange, the weight of logic and of the bulk of verifiable evidence is against the revisionists. And yet the case cannot be closed. The shadowy areas remain. Somewhere there may be a diary, or a memorandum by one of FDR's inner circle which could change the equation. As one of Admiral Kimmel's counsels (quoted in Prange) remarked, "Pearl Harbor never dies, and no living person has seen the end of it."

Krause died!

I would like to list a few facts here about the famous captain for readers of the *Gram* and certainly for all former crew members of *Oglala*.

Captain Krause had many things published in "Proceedings" magazine:

- The German Navy under joint command in World War Two.
- Some personal recollections of Adolph Hitler.
- Hitler and the German Officer Corps.
- Racial characteristics and the fighting capacity of the German operation "Sea Lion."
- Torpedo fire from surface craft and other articles.

Captain Krause served as assistant naval attache in Berlin — 1938-40.

During World War Two he participated in the invasions of North Africa, Sicily, Salerno, Guam, Leyte and Iwo Jima.

He was given the task of translating the German Naval Archives from Bremen.

Captain Krause also performed important additional duties for the office of Naval Intelligence in 1947.

Under his direction, important documents in the German Naval Archives were microfilmed and exploited.

In London, he conferred with officers of the German High Command at the Admiralty to produce valuable war studies.



Former Executive officer — *USS Oglala* — Lt. Commander Roland Krause and Bob Hudson, PHSA.

Captain Krause wrote about German campaigns in Denmark and Norway for the Encyclopedia Britannica in Dec. 1974.

I offer here a copy of a paper signed and written by Admiral Furlong in which he praises the work of Commander Krause during the attack while on board *Oglala*.

I was amazed to discover that Captain Krause remembered me. I also went to the home of a former flag officer of the *Oglala*, and had a nice visit with Ben Tompkins and, in conclusion, I spent two wonderful days with Yoshio Nakamoto, the captain of Tugboat "Balboa!"

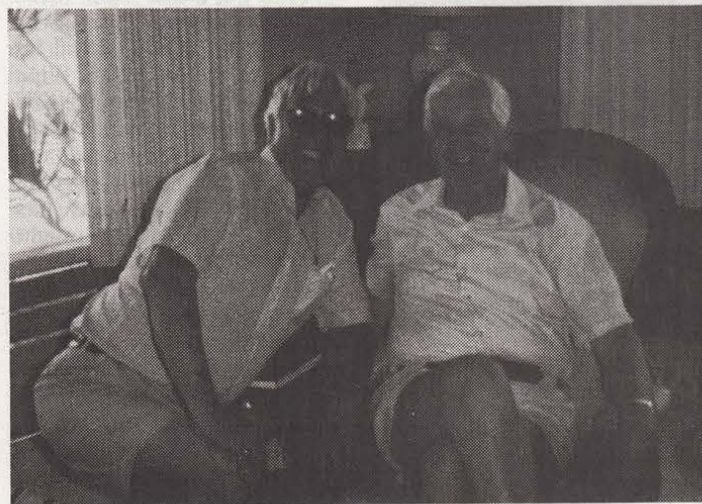
Bob Hudson

13 February 1944

Subject: Commander Roland E. Krause, U.S. Navy; action he took on board the *USS Oglala* during the attack of December 7, 1941.

The *Oglala* remained over two hours upright, and a little after 10:00 am took a list and went over on her side. I gave orders for the men to come up from below where the fire rooms and engine rooms were flooded, and Commander Krause went through the ship seeing that every man was gotten off safely, prior to her capsizing. The men at the machine guns were still attempting to fire while the ship was at a heavy list, but finally all left. I wish to mention that the action of Commander Krause during this attack and the sinking of the ship was commendable and was done in the best manner possible.

William R. Furlong
Rear Admiral, U.S. Navy



Ben Tompkins, former flag officer, *USS Oglala*, on right, and Bob Hudson, PHSA.

Back issues of GRAM are now available:

Xerox issues 1 through 49, \$2.00 each. Original issues 50 to the present, \$1.50 each. Postage paid. Send check made payable to (PHSA Inc.) Editor, Pearl Harbor GRAM, P.O. Box 4665, Lancaster, CA 93539

A SEA SAGA

A Story of Two Ships

This is the story of two ships of the U.S. Pacific Fleet that were among the first to reinforce the fighting men in the War between Japan and China and was later to be called World War II. In the first week of July 1941, a good five months before Pearl Harbor, the *USS Northampton* and the *USS Salt Lake City* were tied to the buoys at Aiea in a sleepy little lagoon called Pearl Harbor, Hawaii. It was a peaceful Sunday afternoon and life was going on as usual. The starting gun for the Sailing Whale boat race sounded at 1 p.m. sharp, and sailors were taking the holiday routine reading books, writing letters, or just sunning themselves in the warm afternoon sun.

Number three motor launch left the ship at around 2 p.m. for the *USS Vestal*, taking me, Johnson, Lyles, and our boat engineer to the *Vestal* for a couple of weeks harbor patrol while the *Nora* was at sea on training maneuvers.

We had no more than arrived on board the *Vestal* when the ship's loudspeaker announced, "Now hear this. All Northampton boat crews report back to your ship immediately." Johnson who was the coxwain of the motor launch told us to get our weapons together and board the boat at the stern of the *Vestal*. We arrived back at the *Nora* in about five minutes to find a fuel barge alongside to port, and sailors were scurrying about everywhere taking down awnings, making ready for sea. All the other ships save the *Nora* and *Salt Lake* were still taking it easy. Scuttlebutt was running a mile-a-minute as to where we were going, or what was happening. Some said we were going back to the States; others thought we were going on a trip around the world, but the truth of the matter was neither.

The loudspeaker buzzed, then the Boatswain Mate of the watch said, "Third Division stand by to cast off the fuel bridge to port." Almost simultaneously the Boatswain Mate of the watch announced, "Third Divisions hoist in all boats. Now

go to your stations all the Special Sea and Anchor Detail. All division officers and department heads make your readiness for sea reports to the Officer of the deck on the bridge." Things were happening so fast that we didn't have time to wonder about it.

In less time than it takes to tell it, the *Nora* and *Salt Lake* were sounding the horn that denotes a ship is underway. As soon as we cleared the harbor, the two ships began maneuvering at a high rate of speed, and were making short turns similar to a destroyer on convoy duty. At this high speed the salt water foamed almost to the top of the fantail, only to fall back in our wake like spent soap suds.

The rest of the day was spent doing high speeds, and securing all loose gear setting the sea watches. We went into Cond. III, brought up live ammo, and let down the lifelines that were in the way of the '8"/55 guns.

We slowed down about dark, and off to starboard about seven miles away was a ship hull down on the horizon. As we drew closer we could tell she was not a Man-o-War but some kind of freighter type. We steamed along slowly now and all was quiet save the throb of the propellers pushing us ever closer to this awkward vessel and our eventual destination.

The next morning was a

beautiful day and we were still steaming slowly and it soon became obvious that this ugly duckling ship was to stay with us as we could have run circles around her, and often did.

We were finally told that this ship was the *Jagersfontein*, and was loaded to the gunnels with planes — P.47's, I believe, plus a lot of other supplies, ammo, fuel, etc.; also 100 pilots to reinforce the A.V.G. (American Voluntary Group), better known as the "Flying Tigers," and commanded by Gen. Chennault, who had long been fighting the Japanese in China. We were also told that we might make a good liberty port or two. Now that was a morale booster if I ever heard one.

Days turned into weeks, and so went the cruise. Watches were stood in a very regulation manner. Everyone was cautioned to be on the lookout for subs. As I remember now, the high speeds and fast turns were to my mind intended for any lurking Japanese sub that might be nearby, that the escort of this vessel just might be destroyers with depth charges and it would be dangerous to fool around.

The nights were getting balmy and the days were hot. The water seemed to be getting more glassy with every passing day, not even a wave except those that were made by our screws.

We were nearing the equator, flying fish were everywhere, even landing on deck sometimes. The talk had shifted from the *Jagersfontein* to King Neptune. Shellbacks were meeting in the forward compartment almost every day to talk over strategy, and we Pollywogs were trying to eavesdrop on what they were planning for us just as often.

But every time we got close enough to hear what they were saying, they broke up their meeting, threatening us that we would be adequately punished for our actions, and that we would be given black marks for any insubordination to the Shellbacks and would be given special treatment when we crossed the line.

We had been told earlier that our mail would be censored, and that we were not to tell our folks anything about the trip. In fact, this cruise was so secret, that after the war I sent for the *Nora's* record and the Defense Department left this part out. But censoring my mail was not the thing I had on my mind, or was it on the minds of the *Nora's* crew. We were wondering what they did to Pollywogs when they crossed the line. We were soon to find out.

The day the *Nora* and *Salt Lake City* crossed the line, we maneuvered several miles to

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Mechanics Graduation Class — 2G 50th Recon Sqd. 11th BG, Hickam Field, 1940. Plane is B-18, 5th BG, AF.

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cross it at the 180th Meridian, this would make us into golden dragon shellbacks! Now that was something!

The Shellbacks from the "R" Division built a huge tank out of wood on the fantail and lined it with canvas. Alongside it they built a platform that was even with the top of the tank. On the edge of the tank on the platform side they built two hinged chairs with their backs to the water, which was salt water, as the tanks were filled brimming full. On the opposite side of the tank they built a skid board slanting down toward the deck at about 45 degrees. All the while, for the past week we Pollywogs were told we were lowly pollywogs and there was nothing lower. We were sometimes told to feed Shellbacks their breakfast in bed, and if we refused, he would give us a black mark as having been insubordinate to a trusty Shellback.

Today we cross the Line! The ship almost stopped, as King Neptune and his Royal Court came aboard through the starboard Hauspipes. Along with him was a Royal Princess, a Royal Scribe known as Davey Jones, a Royal Nurse, a Royal Dr., a Royal Baby (Dog Holly), the Royal Devil, (one Shipfitter named Sites), a Royal Barber or two, and a score of Royal Bears who wasted no time climbing into the tank of water that had been provided for them. The skipper of the ship announced the arrival of King Neptune, "Ruler of the Raging Main" by telling all hands to show him and his court due respect and cooperation.

The Shellbacks on board assisted in the setting up of a

gurney for the Royal Nurse and Dr. Also they rigged a target sleeve made of canvas alongside the tank which they immediately filled with garbage from several day's meals. There were spuds, peas, gravy, bread scraps, tomato juice, the leftovers from chicken, turkey, hamburger, fat from pork chops, and any other thing you can think of in a garbage can. This they wet down good with salt water so as to make it good and sloppy.

I also noticed that all the Shellbacks were either in the court or were in two gauntlet lines on either side of the tank.

All pollywogs were herded into a bull pen on the very stern of the ship, made to strip to their undershorts, and get down and kiss the deck. If you didn't, you would be prodded by the Royal Devil who had an electrically charged pitchfork that not only shocked the one prodded, but it also got to most of us as we were also wet down with (you guessed it) salt water. It seemed that these Shellbacks were really hung up on salt water.

As each pollywog was brought before King Neptune, he was always found guilty, even though he had no black marks. Those that did, got special treatment. Having been found guilty, you were sent to the Royal Dr. for a physical examination to make sure you were in good shape. The Royal Nurse stuck a huge eyedropper into your mouth and released some of the foulest tasting stuff you could imagine. (I won't attempt to describe it). But it didn't kill. Then you were sent to the end of the gauntlet with Shellbacks who had clubs made of canvas and stuffed with cot-

ton, and yes, wet with salt water, they stung when brought down across your backsides. Most of the Shellbacks had black patches over one eye and red bandanas around their heads. They looked like pirates, and they didn't mind using that club.

When you came to the end of this gauntlet you were already red from the beating you got. They you were sent to the Royal Barber who was up on the platform at the two hinged chairs. He gave you a shave with a huge wooden razor using black graphite grease for shaving cream then he cut your hair or at least part of it and threw the hair, grease, and you into the tank filled with Royal Bears. When you came to that grimy surface a Bear would grab you and douse you back under, each time you surfaced, he'd ask what you were and each time you said Lowly Pollywog, he would douse you back under. About the third time you began to think, maybe I am now a Shellback. When you told him this he'd say "almost" and throw you out of the tank onto the skid board and you would land smack in the front to another gauntlet line that led to the sleeve with all the garbage in it. You had to go through the sleeve or be beat to a pulp by the club-swinging Shellbacks. Believe me, it wasn't very pleasant. After you emerged from this sleeve it was to the showers and later to the ship's barber to have the rest of your hair cut off or straightened up until it looked sort of decent. It took all day for this to happen and believe me we were glad to see this day end. It was back on watch for all of us Shellbacks, or should I say, Golden Dragon Shellbacks.

The next few days were devoted to standing watch and licking our wounds and wondering what port we might make and what we were going to do with the *Jaggersfontein*. We were soon told that the *Jaggersfontein* would be picked up by Dutch Destroyers and escorted the rest of the way to her destination. But not before we would have a submarine alert. "All hands man your battle stations" said the Boatswain Mate of the watch, and since we already had live ammo broken

out, we truly expected to have to use it.

But after setting Condition Zebra, I wound up with a busted arm and found myself in sick bay trying to negotiate with Dr. Maloney to take me off the sick list and put me on light duty so I could go ashore if we made a good liberty port. As it turned out the sub alert didn't cause any harm and we continued on our journey undetected, and delivered our charge to the Dutch Destroyers near the mouth of the Brisbane River, and the *Nora* and *Salt Lake City* continued on up the river to Brisbane Queensland, Australia.

When we reached the dock to tie up, there was a large crowd including the Mayor and other officials to greet us and greet us they did! I have never seen so friendly a people in my whole life. As the Dr. had agreed to allow me to go on the light duty list I was able to get more liberty than I would have, had I had two good arms. My division Boatswain Mate asked me to read the plan of the day at Quarters every day while we were in Brisbane.

The newspapers that day gave headline reports of the two American Cruisers taking on one gallon less than one million of fuel, apiece. There were many pictures of American sailors in the daily newspapers while we were there. After five days of this great liberty, no one wanted to leave. But we had to bid our newfound friends goodbye, promising by everything holy that we would return, but unlike Gen. MacArthur I never made it.

After a few days at sea we arrived at Port Moresby, New Guinea, but we stayed only one day and only the higher rated were permitted to go ashore, so I only remember it as a hot sultry day. As we got underway for Rabaul New Britain, another place that only the higher rates got ashore, we were standing regular watches and were looking forward to returning to Pearl Harbor where we would no doubt have that much welcome mail from home.

When we arrived in Rabaul we were met by the natives. They came in outrigger canoes, crewed by topless beauties, and Coxwains by their mothers who continuously cautioned

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Seeks information on Brother

Mrs. Lila Jane Schultz, of 33 Cale De Lagos, Fort Pierce, FL 33451, is seeking information on her brother, Kenneth Lyle Jayne. Kenneth was a fireman on the *USS Oklahoma* during the attack on Pearl Harbor, December 7, 1941.

His body was never found and the family has wondered over the years if someone in the association and especially off the *USS Oklahoma* might be able to give them any information as to what might have happened to Kenneth.

If anyone knew Kenneth and can give Mrs. Schultz any added information on her brother, please contact her at the above address. It would be a comfort to her to hear from someone who knew him . . .

Thirteen Who Were Lucky Share Sad Memories

By KRIS NEWCOMER
Colorado Springs Sun

If not for a young gunner who was so accurate that he could "write his name with a machine gun," Ray Braden might not have survived the Japanese attack on Pearl Harbor.

"My number one machine gunner was terrific," Braden said.

Braden, who went on from Pearl Harbor to become one of the Army's Merrill's Marauders in Burma, joined 13 Colorado Springs Pearl Harbor survivors at a lunch recently — the 42nd anniversary of the attack.

Braden was patrolling on a hill overlooking the Hawaiian harbor when Japanese bombers attacked early in the morning Dec. 7, 1941.

A Japanese dive bomber flew low over Braden and his men — "about 50 feet above us" — three times.

"The third time, we got him," Braden said.

The lunch with other Pearl Harbor survivors, including one fellow member of Merrill's Marauders, "brings back a lot of sad memories," Braden said.

"But it helps me remember to try to educate people," he said.

"You have to have your brothers and your sisters and sweethearts shot up" to realize the horror of combat, he said.

Dagmar Campbell, a nurse who was with her husband at Pearl Harbor, agreed that although remembering is painful, Americans must not forget the horror.

"I don't want any American ever . . . to ever have to go through that again," said Mrs. Campbell, who watched the bombing through her bedroom window overlooking the harbor.

"The most horrible thing is to watch the place being bombed where your husband is. You practically go into a coma.

"It was only 10 minutes away, but you couldn't go.

"You wait. You listen to the radio. You gather things up and get ready to leave and pray that you don't have to go," Mrs. Campbell said.

Her husband, Lyle Campbell, was in charge of the pharmacy at

the submarine base in the harbor.

It was four days before he was able to let his wife, who was eight months pregnant, know that he was alive.

"We never took any direct hits," he said.

Motor launches shuttled back and forth from the base picking up men who had jumped from burning ships.

"For about 3 or 4 hours, we were pretty busy there," Campbell said.

Bill Williams also was at the lunch, hosted by Veterans of Foreign Wars Post 4051.

Williams was aboard the *USS Nevada*, a 30,000-ton battleship that was anchored near the *USS Arizona* at the Pearl Harbor Naval Base when the Japanese attacked.

"I was getting ready to go on liberty. I was sleeping in my bunk until all of a sudden there was an explosion.

"They came right down on us. We got two torpedoes . . . and we were on the bottom," Williams said.

The *Nevada* suffered several fires and a 30-by-40-foot hole in her bow from a torpedo hit. Fifty sailors and seven Marines died aboard the ship.

"The *Arizona* blew up right in front of us," Williams said.

Williams said he felt "very helpless" during the attack.

Sitting next to Williams was Nicholas McGrath, who eventually was medically discharged because of an injury suffered at Pearl Harbor.

"I was hurt that day," McGrath said, by the outrigger of an aircraft gun, which fell on his leg.

McGrath said Pearl Harbor survivors are unique, but not because they survived the devastating attack.

Pearl Harbor survivors are symbols, McGrath said. The Japanese failed to destroy them.

"They did tremendous damage, but there were survivors," he said.

The two-hour, four-minute attack on Pearl Harbor killed 2,113 sailors and Marines and left another 987 wounded.



Floyd Sellers joins other survivors for lunch at a Colorado Springs Veterans of Foreign Wars post.

WHAT IS A VETERAN

What is a Veteran:

He's the guy who put his life on the line for his country. He's the guy that as soon as they stopped shooting at him, they start taking his benefits away. He's the guy who never got some kind of deferment, or ran away somewhere. He's the guy you got the jump on in finding a good job or starting a business or a chain of something. He's the guy that was paid a pittance while you were making top dollar and enjoying it. He's the guy that, without him, you wouldn't have all your freedoms. He's the guy that was fortunate enough to survive, but had the misfortune of seeing his buddies fall so you can enjoy the things you take for granted. He's the guy you should be proud of when you see him in the uniform of our Armed Forces. He's the guy that knows loneliness and the feeling of separation from his family and friends and in some cases, not seeing his children grow up.

He's the guy that in some cases is having a hard time readjusting, but he eventually blends into the "Rat Race." He could be young or old. He could be

your neighbor or the guy you pass on the street or sat next to at the ballgame, etc. He comes from the big city, small town and rural area. He's the guy they don't have a special license plate for with a flag on it showing what he fought for. He's the guy that doesn't have a ship named after him — they name those big super-carriers for everybody, but they just don't seem to get around and name one *USS Veteran* for the most important guy of all — our veteran. He's the guy that gets moisture in his eyes when he sees the flag and hears the Star Spangled Banner played.

The next time you see that flag take a good look at the red in it — it represents all the blood that has been shed throughout American history. Let's be thankful and proud of our veteran, not just on certain holidays but the other days also and give him a fair shake for he's given us more than one, with his sacrifices throughout history.

I think by now you should have some idea of — What Is a Veteran — God Bless 'em, past and present.

C.J. Popp

Tipperary Song Spawns Strange Tale

By OSCAR ROLOFF

War tunes have always been an important part of the history of music. One of the most popular pieces is the lilting, romantic tune, "It's a Long, Long Way to Tipperary," which harks back to World War I days.

Copyrighted in 1914, the song is about an Irish youth who left his hometown of Tipperary to see the sights of London. He wanted the world and the girl left behind to know that his heart was truly back home.

When war clouds hovered, English soldiers and American doughboys soon picked up the sentimental song. In most instances, they too had left a wife or girl back home. The song seemed to brighten their spirits and made military life a little easier.

The song also became a favorite tune for many a soldier as he marched along.

English sailors took to it, too. Recently, I uncovered a little-known incident that brings out one of the most incredible and fantastic stories.

During the battle of Jutland on the night of May 31, 1914, a great sea battle raged between England and Germany. The warship *Tipperary* was sunk and 16 survivors hastily climbed aboard a lone life raft. Most of

the crew hailed from the city of Tipperary and desired to serve aboard a ship named after their hometown.

Near dawn the following morning, the English warship *Sparrowhawk* was on its way home. She had been badly mangled and was ordered to leave the battle area. *Sparrowhawk* sailors spotted a singular life raft dead ahead.

As the ship slid closer, sailors heard singing coming from the raft. The words:

"It's a long way to Tipperary,
It's a long way to go.
It's a long way to Tipperary,
To the sweetest girl I know.
Goodbye Piccadilly,
Farewell Leicester Square.
It's a long, long way to Tipperary
But my heart's right there."

While singing, the raft's crew strenuously paddled in the direction of England. *Sparrowhawk's* captain checked his compass and the raft was "right on."

As the ship eased alongside the raft, the crew looked down in total amazement. Seemingly, the singers couldn't care less whether they were picked up or not — they were going to make it in spite of the odds. 'Tis a strange tale.



Don Adler, 87, loves to play "It's a Long, Long Way to Tipperary" at his Kirkland home.

Sea Saga . . . (Continued from Page 46)

them against selling their last grass skirt of which they had many, one over the other. There were also young boys who were completely nude and they were diving for the coins tossed over the side by *Northampton* and *Salt Lake* sailors. They were very good and seldom missed a coin. Also in Rabaul we saw an active volcano that was continually spewing ashes that fell all over the ship, covering boats, guns and everything topside. It was some mess to clean up. We waited until we were at sea and washed the ship down prior to

returning to Hawaii.

The rest of the cruise was routine and we were glad to see Diamond Head again. Yes, we weren't home and wouldn't be for a long while, but we were glad to even be back in good old Hawaii, and our lazy afternoons, Sailing Whaleboat Races, and just plain taking it easy. It was a wonderful cruise, but it had been so long since we had heard from the home folks that I spent the first night in Pearl reading all those wonderful letters from home.

Alvin R. Brooks

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