



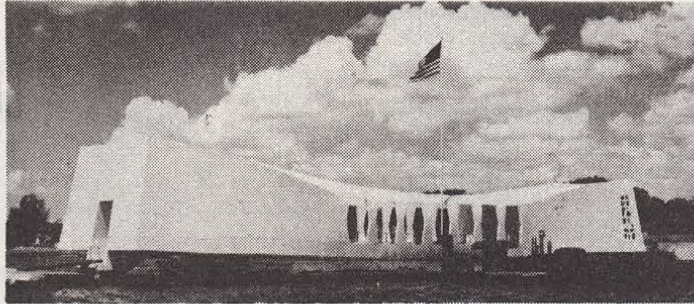
# Pearl Harbor - Gram



Federal Charter 99-119

Official Publication Of  
The  
Pearl Harbor Survivors  
Association, Inc.

National Administrative Office  
P.O. Box 6244  
Gulf Breeze, FL 32561



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.

OUR MOTTO: Remember Pearl Harbor—Keep America Alert

Published Quarterly

Our Eighty-sixth Issue

April 1986

*Known as the big "E,"  
USS Enterprise won 20  
Battle Stars, Making it  
the Most Decorated Ship  
of World War II*

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the American Legion Magazine.  
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By **RICHARD F. NEWCOMB**

The *Enterprise* launched her Scouting 6 squadron shortly after dawn to precede her to Ford Island. The big carrier was still eight hours west of Pearl Harbor. The date was December 7, 1941.

The dauntless dive bombers of Scouting 6 touched down at Ford around 8:30 a.m. All but one. Ensign Manuel Gonzales' last words had been clearly heard on the carrier: "Please don't shoot! Don't shoot! This is an American plane!" And then a postscript, apparently to his gunner, riding backward in the seat behind him: "We're on fire. Bail out!"

The *Enterprise* was at war, and so was America, and the carrier had paid her first lives in defense of the nation.

Vice Admiral William F. Halsey, Commander, Aircraft Battle Force, was finishing his second cup of coffee in *Enterprise's* flag quarters when the word reached him from the radio room: AIR RAID PEARL HARBOR. THIS IS NO DRILL. Within minutes the air was full of radio traffic that left



*CITY AT SEA — Billed as the largest warship ever built, the 75,700-ton Enterprise was the pride of the World War II fleet, carrying more than 4,000 men and 100 aircraft at speeds up to 35 knots. She was invincible — the only carrier to start and finish the war at sea.*

*Reprinted from American Legion Magazine. Copyright 1985.*

no doubt; this indeed was no drill. Halsey hurried to the bridge and watched the signal flags snap out from the yardarm: PREPARE FOR BATTLE.

The *Enterprise* was ready, and so, by good fortune, were two carriers in the Pacific, the *Lexington* and the *Saratoga*. Before the day was out, the American battleships were finished—

four sunk, four others badly damaged. Only the aircraft carriers were spared, and the age of air power had been born.

Before the first day was over, *Enterprise* recovered her bombing and torpedo squadrons at sea; their all-day search for the enemy had found no targets. Her Wildcat fighters, out of gas and desperate, tried to land

around 9 p.m. at Ford Island, lights on. Every gun in Pearl Harbor opened fire and Fighting 6 lost three pilots killed, four Wildcats destroyed. Not an encouraging opening.

At dusk on the 8th, the *Enterprise* crept warily into Pearl Harbor and the work parties went into action. In a miracu-

*(Continued on Page 2)*

## Big "E" . . . (Continued from Page 1)

lous eight hours the giant carrier took on a full load of ammunition, fuel and food and by 4 a.m. the Big E was dropping down the channel, on her way to sea and her first war patrol.

The *Lexington* was somewhere at sea south of Hawaii, the *Saratoga* was in harbor at San Diego, four days away. For the next year, all through the crucial months of 1942, only these carriers and a few more would stand as a shield between the enemy and the west coast of the United States. The Big E was there all the way — sometimes, for short, scary days or weeks she was the *only* American carrier in action against the enemy — and when the year was out, she had become a legend in the fleet.

Three days after Pearl Harbor, on December 10, the *Enterprise* drew her first enemy blood; her planes sank the submarine I-170 off the Hawaiian coast. This was the first good news for the Navy, never mind that the very same day Japanese planes were smashing Britain's premier fighting ships, the *Prince of Wales* and the *Repulse*, off Malaya.

Early in January the Big E's sister ship, *Yorktown*, arrived from the Atlantic and together with *Enterprise* delivered Marine reinforcements to Samoa. Then the two carriers teamed up to raid the Gilbert and Marshall Islands on the way back to Pearl. Only weeks later the *Enterprise* was far to the west in the Pacific, her planes raiding Wake Island late in February, and Marcus Island in the first week of March.



**BATTLE OF THE SOLOMONS** — A bomb explodes on The Big "E" flight deck during 1942 action in the Pacific.

Reprinted from American Legion Magazine. Copyright 1985.

Flea bites to the Japanese? Yes, but the bites worried the enemy because he learned that America was still alive, and he knew very well what Yamamoto had said: If Japan did not win in 1942, the United States would overwhelm her in the coming years. When *Enterprise* got back to Pearl Harbor, Halsey was awarded the DSM. The admiral told the Big E's crew, "Men, this medal belongs to you. I am so damned proud of you I could cry." They cheered him for five minutes.

On April 8, *Enterprise* sailed out again, with cruisers, destroyers and another carrier, the brand new *Hornet*, only six months in commission, and out of sight of land Halsey broke out the signal flags: "THIS FORCE IS BOUND FOR TOKYO." It was the Doolittle raid — 16 of the Army's B-52 Mitchell medium bombers packed on the *Hornet's* flight deck. Could they launch at sea, from a flight deck only 800 feet long? They did, every one of them, on the morning of April 18 from a spot at sea 650 miles east of Tokyo. Radio Tokyo went off the air that day in mid-sentence at 2 p.m., and the rest is history. America had a psychological victory it badly needed; Bataan had just fallen to the Japanese.

There was no time to tarry. The Big E turned back for Pearl at high speed, but on April 30 was on the way out again. Trouble was brewing in the Coral Sea, in the southwest Pacific near New Guinea and Australia. From May 4-8, the *Yorktown* and *Lexington* took on a Japanese carrier force in a historic battle — the first naval engagement in history in which the opposing ships never saw each other. *Yorktown* scored first and radioed "Scratch one flattop." Her planes had gotten the light carrier *Shoho*, but there was a price to pay. Two torpedoes got the *Lexington*, and soon the old lady (commissioned 1927) was aflame and sinking, a crippling loss to America. And *Yorktown*, damaged, began limping toward Pearl Harbor. *Enterprise* missed the battle by 24 hours; only she and the *Hornet* were intact now in the Pacific. Unlucky *Saratoga* had caught a Japanese torpedo in January near Hawaii and



**CRASH LANDING** — A lame F6F Hellcat crunches into the *Enterprise* flight deck after a combat sortie.

Reprinted from American Legion Magazine. Copyright 1985.

was in Bremerton Navy Yard for more repairs.

The next signal to *Enterprise* and *Hornet* came on May 17: "EXPEDITE RETURN" to Pearl. Something was up. It certainly was — Midway, the most crucial sea battle of the war. American intelligence had cracked the Japanese codes even before Pearl Harbor, and now reaped a rich reward. Nimitz and his staff read the enemy radio intercepts and finally Nimitz put his finger on a tiny island in mid-Pacific, Midway. The biggest Japanese fleet ever assembled was heading for Midway. And only two American carriers seaworthy.

*Enterprise* reached Pearl on one day, sailed the next, this time with Raymond Ames Spruance on the bridge. Halsey, exhausted, had been put in the hospital by a bad case of shingles. Just before Big E sailed, Nimitz came aboard and hung the DFC on three of her top airmen: Lt. Commander C. Wade McClusky, Lt. Roger W. Mehle, and Lt. Jimmy Daniels. In time, those names, and the names of many other *Enterprise* airmen and crewmen, became household words in the Pacific Fleet. They were the first heroes, and they were badly needed. The *Enterprise* and her men — those magnificent young men in their magnificent machine — gave a whole nation a rise in spirits in that desperate year of 1942.

One June 4, 290 miles north of Midway, reveille came on *Enterprise* at 3:30 a.m. Nearby was the *Hornet*, and huffing and puffing up from Pearl came the *Yorktown*, the yard workmen from Pearl Harbor still aboard and still patching up her Coral Sea wounds. Three carriers against Yamamoto's armada of battleships, cruisers and carriers.

By mid-morning, battle was joined and played out like a ballet. First came the American torpedo bombers — low, slow and vulnerable, a bloody sacrifice by men who knew they'd never get out alive. (Of one whole squadron, Torpedo 8 from the *Hornet*, not one of the 15 planes returned, and only one man survived.)

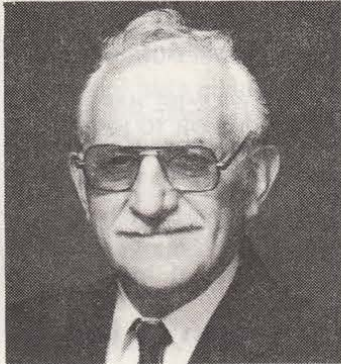
But then came the dive-bombers. McClusky was again leading Bombing 6 from *Enterprise* (32 dauntless SBDs) and the target was fat. Shortly after noon McClusky led Earl Gallaher's wing down on the carrier *Kaga* (Increased Joy) and Dick Best's wing took on *Akagi* (Red Castle). In minutes both carriers were flaming and sinking. At the same time, *Yorktown's* dive-bombers caught *Soryu* (Green Dragon) rearing and blew her apart with 1,000-pound bombs. Just at dusk, *Enterprise* and *Hornet* found *Hiryu* (Flying Dragon) and set her afire and adrift. Yamamoto had brought four big carriers, now he had

(Continued on Page 8)

## Candidates for National President

Julius A. Finnern, 5th District Director, announces his candidacy for the office of national president of the Pearl Harbor Survivors Association, Inc.

**HISTORY:** Life member and charter member of the Charles Blazek Wisconsin Chapter I.



**JULIUS A. FINNERN**

Started second career with the General Motors Corporation October 5, 1959, and retired July 1, 1980.

Have membership also in the Fleet Reserve Association, Navy League and the American Legion.

Uninterrupted office holder in the PHSA, Inc., having served multiple terms in almost all offices from the initial chapter treasurer — October, 1963 — to state chairman to the present two-term 5th District director.

Enlisted in the U.S. Navy March 12, 1940; was aboard the *USS Monaghan* at the time of the attack December 7, 1941.

Transferred to the Fleet Reserve September 30, 1959, after 19 years, 6 months active duty service.

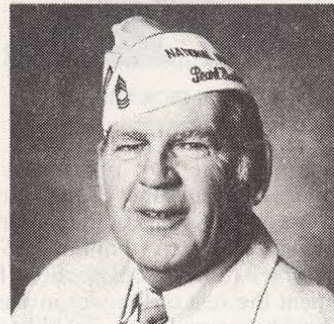
Free to travel and will continue to serve the goals of the PHSA, Inc. and its membership while upholding our Constitution and By-Laws as written or amended by our membership.

Firm believer in fiscal responsibility of public monies or, in our case, association monies.

It has been said, "It's impossible to please everyone," but, in my opinion, it is unthinkable not to try.

If the association honors me with the office of national president of our premier federally chartered Veterans Organization, I will try.

David P. Bedell (Dave) of McKeesport, PA., life member of the PHSA, announces his candidacy for the office of national president of the Pearl Harbor Survivors Assn., Inc. at the National Convention in Hawaii, December 1986.



**DAVID P. BEDELL**

Dave has served the organization as chapter president, chapter treasurer, PA state chairman (14 years), national Color Guard chairman, Seventh District director and national vice president in charge of membership.

He originated and is currently a charter member of the PA Keystone Chapter, #2, PHSA, initiated the Central Penn Letterkenny Chapter #3 in the Harrisburg, PA, area and originated and installed officers in the Presque Isle Chapter #4, PHSA in Erie, PA.

He continues to serve his chapter in an advisory position and any other way his help is needed and required.

During his term as vice president (1984-1986) Dave has traveled extensively to California, Michigan, Ohio, Pennsylvania and Florida attending district, state and local functions.

Dave enlisted in the U.S. Army July 26, 1940, stationed at Hickam Field, December 7, 1941, and was honorably discharged as Master Sergeant, September 7, 1945. His five-year stint in the service took him from Fort Slocum, N.Y. to Panama, Ft. McDowell, CA., Hickam Field, T.H., Eniwetok, Tarawa, Guam, Johnston Island, Saipan, Tinian, Okinawa and finally to Esler Field, LA.

He was a crew leader for the Duquesne Light Co. for 40 years and retired in February 1984.

Dave and his wife Virginia reside at 14059 Oakview Drive, McKeesport, PA, 15131. Their son David and his wife Bobbi reside in San Francisco, CA.

If Dave is honored by the Pearl Harbor Survivors Association membership by being elected national president, he will continue to serve the association with loyalty, dignity and enthusiasm to the very best of his ability and knowledge.

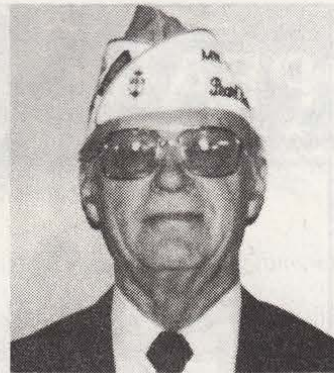
### Victor J. Paradis for 5th District Director

I am a life member of PHSA and a charter member of the Southern Minnesota Chapter #2. I have served the members of the state and chapter by holding the office of the chapter president two terms, and I was appointed vice state chairman at the state convention in St. Cloud, MN, May 6, 1984. I am presently the state chairman of Minnesota.

During my term as chapter president, we co-chaired the 5th District Convention held in Rochester, MN, June 14, 15, 16, 1974. I have attended all 5th District conventions except the one held in Rapid City, South Dakota, and I attended the 40th Reunion held in Hawaii in 1981.

I am seeking the support of the 5th District survivors in the election of the 5th District director to be held at the 5th District Convention in Minneapolis, MN, June 19 and 23, 1986.

I was stationed at the U.S. Sub Base in Pearl Harbor on the



**VICTOR J. PARADIS**

morning of Dec. 7, 1941. Upon completing my schooling there I returned to the *USS Northampton* and served on this ship until the night of Dec. 1, 1942 when it was sunk off Guadalcanal. I returned to the States and went aboard the *USS Wadsworth* DD516 and went back to the Pacific Campaign until the war was ended. I was discharged from the regular Navy in November 1946.

### Harold Cook for 6th District Director

Harold "Sarge" Cook will be placing his name for renomination as Sixth District director.

He has held many positions in the Pearl Harbor Survivors' Association. These past two years as the 6th District director, also on a chapter level and as Florida State chairman.

During the national convention in 1980, he was the man behind the scene, doing his best for PHSA and helping to make this a very successful convention for the association.

Sarge is devoted to our cause and a tireless worker on behalf of the VAV's program, being the national representative for the association.

Sarge Cook resides with his wife, Lou, in Seminole, FL and was a member of the 27th Inf. Schofield Bks. during the De-



**HAROLD COOK**

cember 7, 1941 attack on Pearl Harbor.

I am now retired from Northern States Power Co. after 34 years of employment. My wife, Lucille, and I reside at 1426 Carney Ave., Mankato, Minnesota 56001.

### Hall Pickard for National Secretary

I hereby announce my candidacy for re-election to the office of national secretary.

I am a life member of PHSA, having joined in 1972. Was first president of Nevada Silver State Chapter 2, serving two two-year terms. Elected Nevada state chairman in 1974 and re-elected to second term in 1976. I was convention coordinator for the First District Convention in 1975 and appointed as convention coordinator for the 1978 National convention held in Las Vegas.

I was elected to the office of national secretary in Las Vegas; re-elected for a second term in Orlando, Florida in 1980; re-elected for a third term in San Antonio, Texas in 1982, and re-elected for a fourth term in Grossingers', New York in 1984.

During my terms in office I have, with the help of the Hand Book Committee, revised the PHSA Blue Book to give us all a standard rule book that we can all work by. Each year we have found more helpful changes and new inserts for it and there will be more to come to help make it better.

I was aboard the *USS Whitney* on December 7, 1941. My battle station was on the 50 cali-



HALL PICKARD

ber machine gun on the fly bridge. I spent most of the war years in the South Pacific. After being transferred from the *USS Whitney* to new construction, I spent the rest of the war in the Amphibious Force, making seven (7) major landings in the South Pacific.

Retired from the Navy at Treasure Island December 1963. In 1968 I went to work for the city of Las Vegas, Nevada, and retired from there May 1985.

Now being fully retired, I feel I will have much more time to spend in taking care of the National Administrative Office and the needs of the membership.

If re-elected, I will do my very best to continue serving you as your national secretary.

**UTAH**  
**THIRD DISTRICT CONVENTION**  
**SALT LAKE CITY, UTAH**  
**JUNE 6, 7, 8, 1986**


**THE SHILO INN**  
**206 SOUTH TEMPLE**  
**SALT LAKE CITY, UTAH**  
**(800) 222-2244**

THIRD DISTRICT MEMBERS AS WELL AS ALL OTHER PHSA MEMBERS ARE INVITED TO ATTEND. SALT LAKE IS A BEAUTIFUL PLACE FOR A VACATION AND WE HAVE SOME SPECIAL EVENTS PLANNED FOR EVERYONE.

FOR INFORMATION CALL OR WRITE: REGISTRATION CHAIRMAN BARNEY MEEHAN, 5784 NENA WAY, MURRAY, UTAH 84107. PHONE: (801) 266-7160.

BEEHIVE TRAVEL IN SALT LAKE WILL BE HAPPY TO ARRANGE TRAVEL TO SALT LAKE IN JUNE OR TO HAWAII IN DECEMBER OF 1986. YOU MAY CALL TOLL FREE:

BEEHIVE TRAVEL  
 EVA TERRY  
 1 (800) 453-7410



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1325 South Main St.  
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**Sixth District Convention**

The Sixth District Pearl Harbor Survivors Association bi-yearly meeting will be held in Asheville, NC, June 4-8, 1986, at the Inn on the Plaza in downtown Asheville.

For further information, please contact: J. C. West, 444 Tracy Grove Rd., Hendersonville, NC, or phone (704) 692-6513.

**District Two Convention**

This coming June 19 through 21, 1986, the 2nd District annual convention will be held in Boise, ID, at the Red Lion Riverside. This is a top convention center and will accommodate all our needs.

Convention packages will be in the mail in January with information on convention itinerary, motels and location of RV parks, also registration fees.

If you have not received your convention package, please contact: Joe W. White, Jr., Convention Chairman, 3181 Alpine #19, Boise, ID 83705 or phone (208) 343-6207.


**Seventh District Convention**


The Seventh District of the Pearl Harbor Survivors Association, Inc. will hold its convention in conjunction with the Ohio State Convention on September 19, 20, 21, 1986, in Canton, Ohio.

Buckeye Chapter #2 will host the convention. Plans are being formulated to have a cocktail party at the National Football Hall of Fame.

Election for the office of Seventh District Director for 1987-1988 will be held during the business meeting on Saturday.

For further information please contact: Robert Kohl, Pres. Buckeye Chapter, 275 Orchard Hill Dr. S.W., North Canton, Ohio 44720; (216) 494-1870.





**BUMPER STICKERS**

EACH..... \$2.00  
 10-20..... \$1.75  
 20-more..... \$1.50  
(chapt. only) EACH

**BADGES**

EACH..... \$1.75  
 10-more..... \$1.50  
(chapt. only) EACH

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

# Convention Reunion Function Package

Gentlemen:

I am pleased to make available to each of you a copy of our function package for the Convention Reunion scheduled for December 1986 in Hawaii. I request that all chapter presidents enclose a copy in a meeting notice to members. A second brochure outlining the flight and hotel options will be mailed to each survivor in early March.

If anyone has a question relative to the function package, feel free to call your district director or any one of the national officers. Inquiries about flight and hotel accommodations should be made by calling McDaniel Management Inc. collect at (213) 658-7777.

May we all fly together, stay together, pray together and celebrate together and participate in our convention to the fullest. I look forward to seeing all of you in Hawaii in December '86.

Aloha and Maholo,  
Tom Stockett  
National President

Gentlemen:

On Sunday, December 7, 1986, we will commemorate the 45th anniversary of the "Day of Infamy." The copy of our national charter signed by President Reagan was obtained by our fellow survivor and Congressman Bernard J. Dwyer, who has accepted the invitation to serve as speaker for the Memorial Banquet and festivities in Hawaii. Congressman Dwyer's sponsorship and support has greatly benefited the association's legislative effort which resulted in the approval of the National Charter.

Enclosed please find a copy of the convention function package outline for your information and use. I have asked National Secretary G. Hall Pickard to mail a copy of the outline to all state chairmen and chapter presidents. It is my goal to see that every survivor has the opportunity to plan and take advantage of the reunion and convention.

Aloha and Maholo,  
Tom Stockett  
National President

Dear Tom:

Shortly after the President signed the Federal Charter legislation into law, I requested that the White House supply me with a copy of the bill with the President's signature on it.

I have now received it from them and wanted to forward it on to you as a fitting commemoration of the enactment of

this bill.

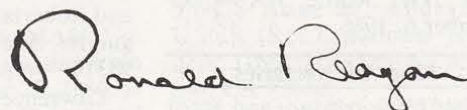
I hope that all is well with you and wish you and yours nothing but the best for the holiday season and throughout the New Year.

With best personal regards,  
Sincerely,

BERNARD J. DWYER  
Member of Congress

PUBLIC LAW 99-119—OCT. 7, 1985

## FEDERAL CHARTER GRANT TO THE PEARL HARBOR SURVIVORS ASSOCIATION



## National President's Message

Fellow Survivors:

We have experienced a very active period since the last *Gram*, dealing with matters of concern to all PHSA members.

CONVENTION, SUNDAY, DECEMBER 7, 1941 — SUNDAY, DECEMBER 7, 1986

The enclosed function package outline has been distributed to many of you through district, state and chapters. To make sure that all members receive a copy, it is herein included.

To All Members and Guests:

Your national officers have endeavored to provide a function package for your comfort, convenience and pocket books.

The function package will include an important feature this year that will prove to be very helpful if needed . . . **FIRST AID MEDICAL COVERAGE!** Included are office visits, house calls, diagnostic tests, physical therapy and all medications for common problems and emergencies. (Not included in this medical coverage is ambulance transfer and possible hospitalization). For the duration of the 45th Reunion, we will have 24-hour physician care at the Royal Hawaiian (on property) and another doctor will make house calls to all hotels listed in the travel brochure in the Waikiki area.

The function package will provide for a welcome cocktail hour with music, first aid medical coverage, banquet, cocktail hour and banquet both with music, convention booklet with schedule of events and a convention souvenir booklet for your memoirs.

The cost of this package will be \$75.00 per person.

For those conventioners who do not desire to attend the banquet, the registration fee will be \$50.00. Arrangements have been made that all prices quoted here include a 15% gratuity and a 4% sales tax.

During the convention, we have arranged with the hotel to provide a hosted cocktail hour with music for December 5 and 6 at a cost of \$8.50 per person.

We also arranged for a continental breakfast for PHSA members and guests, consisting of coffee, juice and danish pastry for a cost of \$3.50 per person.

Also provided is a continental breakfast consisting of coffee, fruit and a danish pastry for \$4.00 per person. This will be available at all appointed areas.

For the day of the general meeting, we have arranged for a hot dog lunch, consisting of a hot dog with bun, fruit cup and beverage for a cost of \$4.50 per person, and it will be served close by the meeting room.

The banquet menu will consist of: Papaya Crown filled with fresh island fruit; Petit Filet Mignon and Mahimahi Combination; broccoli and carrots; baked stuffed potato; rolls and butter; beverage (Kona blend coffee and tea); Ceremonial cake; champagne.

THE SECOND TRAVEL Brochure should be in your hands by the time you receive this *Gram*. Included in the brochure will be a pre-registration form. Please note the area wherein any physical problem you might have and medication required, please fill it in. The form will be placed on file in the medical clinic for your protection and the physicians' information.

The Hawaiian Committee of Survivors are working hard on activities for all survivors and guests and are underway with plans for various and interesting schedules.

With the support of the public relations consultant, an organized effort aimed at making the 45th Anniversary Convention-Reunion a memorable occasion will be assured.

# PHSA Members Mark Anniversaries

## 66th Anniversaries

Carl H. (*USS Curtiss*) and Olise Moe, 2204 NW 70th St., Seattle, WA 98117 — July 6, 1986.

## 58th Anniversaries

Thomas H. (*USS Tucker*) and Mildred Todd, 4262 27th West, Seattle, WA 98199 — November 21, 1986.

## 55th Anniversaries

Harold H. (*USS Perry*) and Jeanette Hepp, 412 Perry St., Wapakoneta, OH 48565 — June 6th, 1986.

Thomas L. (*USS St. Louis*) and Hazel I. Cleaver, 1036 Via Bregani, San Lorenzo, CA 94580 — September 5, 1986.

## 53rd Anniversaries

William O. (*USS Tennessee*) and Vera Moreland, 10711 9th Ave. NW, Seattle, WA — December 6, 1986.

## 52nd Anniversaries

Joe (*USS Arizona*) and Maril Karb, 2255 Oak Ridge Court, Redding, CA 96001 — December 30, 1985.

## 50th Anniversaries

Daniel J. (*USS Arizona*) and Elizabeth H. Condon, 3002 North Evergreen, Phoenix, AZ 85014 — November 8, 1986.

## 45th Anniversaries

Donald E. (VP-24 Ford Island) and Diane Miller, 14815 Hayward St., Whittier, CA 90603 — May 13, 1986.

Floyd H. (Ft. Kamehameha) and Dorothy Laughlin, R.D. #2

— Sunset Dr., McDonald, PA 15057 — May 31, 1986.

John W. (*USS Arizona*) and Murnie Covcett, 23129 108th SE, Monroe, WA 98272 — June 23, 1986.

DeWayne J. (*USS Pennsylvania*) and Rhea Chartier, 1466 Church Ave., San Leandro, CA 94579 — September 24, 1986.

William L. (*USS Solace*) and Loraine Adkins, 3844 Denver St., Memphis, TN 38127 — June 1, 1986.

Leonard L. (*USS Utah*) and Mary Purifoy, 2792 Kiowa Ave., Orange Park, FL 32073 — February 22, 1986.

Maurice "Mike" (*USS Dale*) and Leola Callahan, 1985 Anglers Cove Rd., Vero Beach, FL 32963 — June 10, 1986.

## 40th Anniversaries

Wilmer E. (*USS Maryland*) and Roberta Richter, 1572 Marguerite Ave., Bremerton, WA 98310 — April 23, 1986.

Lawrence (*USS San Francisco*) and Norma Smethurst, 1950 South 200 West #28, Bountiful, UT 84010 — February 16, 1986.

Pomas B. (3rd Engr. Schofield Bks.) and Lucy Fasules, 426 Margaret Dr., Fairborn, OH 45324 — April 28, 1986.

John D. (*USS Oglala*) and Jeanne Strauss, 2069 Egret Dr., Palm Harbor, FL 33563 — February 6, 1986.

Stanley (65th Engr. Schofield Bks.) and Freda M. Sala, 1220-1406 Aala St., Honolulu, HI 96817 — October 6, 1986.

Robert (*USS Honolulu*) and Helen Coffey, 2875 North Hill-

field Rd. #70, Layton, UT 84041 — May 12, 1986.

Harland (47th Pursuit Sq. Wheeler Field) and Caryl Padley, 5105 Starker Ave., Madison, WI 53716 — June 16, 1986.

Fred (Wheeler Field) and Helen Rayhle, 578 Pedrett Ave., Cincinnati, OH 45238 — June 1, 1986.

William (34th Engr. Schofield Bks.) and Katherine Duke, 6012 Studley Road, Mechanicsville, VA 23111 — April 6, 1986.

Edwin R. "Ray" (*USS Rigel*) and Frances A. Penrose, 1541 Northwood Rd., #273H, Seal Beach, CA 90740 — July 4, 1986.

Joe (41st C/A Ft. Kamehameha) and Ann Medure, 1322 Crosby Ave., Bronx, NY 10461 — April 27, 1986.

Glenn J. (*USS Monaghan*) and Ruth L. Bennett, Rt. 1, Box 798, Pointblank, TX 77364 — July 6, 1986.

Alfred (*USS Bobolink*) and Kay Rodriguez, P.O. Box 542, Kernville, CA 93238 — June 22, 1986.

John J. (*USS St. Louis*) and Mary O'Neill, 11011 NE 58th Place, Kirkland, WA 98033 — January 6, 1986.

Paul (*USS Worden*) and Naomi Fritsch, 102 North Masters Court, Maumee, OH 43537 — August 31, 1986.

Robert (27th Inf. Schofield Bks.) and Betty Hulbert, 805 East 4th Ave., Brodhead, WI 53520 — April 17, 1986.

Joseph (3rd Def. BN Marines) and Jean Ciamp, 4877 NW 7th Court, Plantation, FL 33317 — June 22, 1986.

James L. (*USS Tennessee*) and Edra M. Spears, 6502 Burgundy St., San Diego, CA 92120 — April 14, 1986.

George (*USS California*) and Adeline Cichon, 866 Chasefield Lane BL, Crystal Lake, IL 60014 — November 28, 1986.

Cosmo L. (*USS West Virginia*) and Lillian Andretta, 6324 Solandra Dr., Jacksonville, FL 32210 — February 17, 1986.

Earl E. (*USS Phoenix*) and Eleanor Tresher, 516 18th Ave., North Jacksonville, FL 32250 — August 23, 1986.

Leslie F. (15th C/A Ft. Weaver) and Alice Allfrey, Rt. 11 — Box 383, Lake City, FL 32055 — March 2, 1986.

Arthur G. (*USS West Virginia*) and Rosalie Elliott, 2837 Peach Dr., Jacksonville, FL 32216 — October 5, 1986.

Herbert (*USS Argonne*) and Grace Goeldner, 8 Ohm Circle, S. Hadley, MA 01075 — July 6, 1986.

Miles (*USS Phoenix*) and Jeanne Carpenter, 6900 Manasota Key Rd., Englewood, FL 33533 — March 16, 1986.

O. "Leo" (*USS Patterson*) and Ardell VanCourt, 707 Tennessee St., Gulf Port, MS 39501-5561 — February 24, 1986.

Albert F. (19th Inf. Schofield Bks.) and Catherine Fassbender, RD. 3 — Box 357L, Kingston, NY 12401 — April 21, 1986.

Chuck (*USS Tennessee*) and Ruth McGuckin, Rt. 6 — Box 6394, Brenham, TX 77833 — June 26, 1986.

## 35th Anniversaries

William E. (*USS Cummings*) and Dorothy Snow, 1582 Bonnie Brae Dr., Huntington Valley, PA 19006 — July 20, 1986.

Boyd (*USS Maryland*) and Geri Svilar, 1708 NW 58th, Apt. B., Seattle, WA 98107 — February 10, 1986.

Robert R. (*USS Honolulu*) and Verna Sellers, 1618 North 137th St., Seattle, WA 98133 — May 12, 1986.

Robert W. (*USS Phoenix*) and Evelyn Collyer, 5790 San Juan Dr., Friday Harbor, WA 98250 — February 15, 1986.

Earl M. (VP-12 Kaneohe Bay) and Betty Rhoden, 5320 Tequesta Ct., Jacksonville, FL 32244 — April 11, 1986.

Frank W. Jr. (*USS Case*) and Alice Hughes, 59 Fairway Lane, Jacksonville Beach, FL 32250 — April 21, 1986.

## 30th Anniversaries

Harry B. (*USS San Francisco*) and Juanita Smith, 1911 Penman Rd., Jacksonville Beach, FL 32250 — August 25, 1986.

(Continued on Page 7)

## PEARL HARBOR GRAM

Published Quarterly by

PEARL HARBOR SURVIVORS ASSOCIATION, INC.

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**Editor, Pearl Harbor Gram:**

Ken Creese, P.O. Box 4665, Lancaster, CA 93539, phone 805/948-1851

# Reunions

A reunion of former shipmates who served on the *USS Dobbin* (AD-3) and the destroyers alongside on Dec. 7, 1941 (*USS MacDonough*, *USS Phelps* and *USS Worden*) will be held in Nashville, TN, the first week in September 1986.

For further information, please contact Clarence V. Rudd, 506 NE Franklin, Bend, OR, 97701.

\* \* \*

The *USS Lansdowne* (DD-486) will be holding its reunion this coming May 8-11, 1986, in Orlando, FL.

For further information, please contact: Richard C. Ingraham, Church and NE 2nd St., Box 326, Morning Sun, IA 52640 or phone 319/868-7951.

\* \* \*

The *USS Raleigh* (CL-7) will hold its reunion on May 15-17, 1986. Headquarters will be at the Hotel Marriott Southeast in Denver, CO.

For further information, please contact: J. R. Loftis, 11714 East 2nd Ave., Aurora, CO 80010 or phone 303/343-1101.

\* \* \*

The *USS Detroit* reunion chairman for 1987 is Frank Camperell, 161-6118 Edith Blvd. NE, Albuquerque, NM 87107.

\* \* \*

The *USS Phelps* (DD-360) will be holding its annual reunion Oct. 2-5, 1986, in Charleston, SC.

For further information, please contact: Harold Placette, 3336 Roanoke, Port Arthur, TX

77642 or phone 409/962-1348.

\* \* \*

The *USS Lark* (AM-21) will have its reunion June 12-15, 1986, in Albuquerque, NM.

For further information, please contact: Kenneth F. Marsh of 5330 South Sherman, Littleton, CO 80121 or phone 303/781-5929.

\* \* \*

Naval Minewarfare Association will be holding its annual convention/reunion at the Sands Regent Hotel, Reno, NV, from Aug. 24-28, 1986.

Please contact Herb Stettler, 3604 Greenleaf Drive, Santa Rosa, CA 95401 or phone 707/545-8626 for details.

\* \* \*

The *USS President Jackson* (APA-18) will hold its reunion at the Holiday Inn, North Harbor Drive, San Diego, CA, this coming August 6-9, 1986.

Please contact Jim Johnson, 1835 East Jain St., Space #74, El Cajon, CA 92021 or phone 619/588-0143.

\* \* \*

The *USS Patterson* (DD-392) will be holding its annual reunion this coming June 29 until July 4, 1986. Headquarters will be in Philadelphia, PA.

For further information, please contact: Jack Slack, 6 Dogwood Lane, Lincroft, NJ 07738 or phone 201/842-9322.

\* \* \*

The *USS Salisbury Sound* (AV-13) and all staff and squadron personnel attached are in-



The above Pearl Harbor survivors and their wives attended the Naval Recruit Graduation at the Naval Recruit Training Center, Great Lakes, Illinois, on Dec. 6, 1985.

vited to the fourth annual reunion, which will be held from July 11-14, 1986, in Indianapolis, IN.

Those shipmates who are interested, please contact: Don Wade, 560 Campbell Hill, Marietta, GA 30060 or phone 404/426-7883.

\* \* \*

The 3554 ORD. MAM Co. will be holding its reunion from June 20 through the 22, 1986, at the Regency Park Resort and Conference Center, Metcalf, Overland Park, K.C., Kansas.

For further information please contact: Jesse Golden, 6403 Del Monte, #95, Houston, TX 77057.

\*\*\*

The *USS San Francisco* (CA-38) will be holding its annual reunion this September 10-14, 1986, at the American Dutch Resort Hotel, Orlando, FL.

Please contact Ed Wittler, 2949 Flannery Road, San Pablo, CA 94806 or phone 415/222-2187.

\* \* \*

The *USS Curtiss* (AV-4) ship's reunion will be held Sept. 4-8 at the Marriott Hotel in Harrisburg, PA. All interested officers, crew, flag, squadron and Marine personnel who served aboard from "Day One" to "Day Last" are asked to contact: Frank Pavlu, 682 Medford St., El Cajon, CA 92020 or phone 619/466-8618.

\* \* \*

The Waves National Corps will hold its Sixth National Convention from July 29 through Aug. 2, 1986, at the Hilton Hotel

in Albuquerque, NM. The Wave National is chartered as a non-profit veterans organization with a total membership of 3,000.

Membership is open to any women who served at least 90 days in the U.S. Navy or U.S. Coast Guard at any time.

For details, please contact: YNCS Anne M. Anderson, USNR (Ret.), national president, 1168 Harris Drive, Camarillo, CA 93010.

\* \* \*

The *USS Sumner* (AGS-5), formerly the *USS Bushnell* (AS-2) will hold its reunion April 11-13, 1986, in New Orleans.

Please contact Doc Frederick by phoning 619/286-2017 for further information.

\* \* \*

The 4th Defense Battalion of WWII, 1940-1945, U.S. Marines will hold its reunion in St. Louis, MO in 1987.

For full details, please contact: Andy Doulouras, 4566 Gibson Ave., St. Louis, MO 63110 or these other two former 4th Bat. Marines: Willard "Chick" Yaroch, 552 Gerald Ave., Sun Prairie, WI, 53590, or Anthony Januchowski, 6948 North Seville Ave., Glendale, WI 53209.

\* \* \*

The *USS Nevada* (BB-36) Association is holding its 33rd annual reunion at Groton, CT, to coincide with the commissioning of the fourth *USS Nevada* (SSBN-733) this coming August 13-16, 1986.

Please contact Roy Johnson, 3826 Knoxville Ave., Long Beach, CA 90808 for further information or phone 213/429-5392.

(Continued on Page 8)

## Anniversaries . . . (Continued from Page 6)

### 25th Anniversaries

Fred W. (Schofield Bks.) and Viola Louis, Rt. 3 — Box 550 Sp. 18, Hoquiam, WA 98550 — August 29, 1986.

Gerald E. (Marine Bks.) and Marianna Wiggins, 2803 SW Trenton St., Seattle, WA 98126 — August 6, 1986.

Phillip N. (*USS Vestal*) and Cleo Lance, 7351 Pottsburg Dr., Jacksonville, FL 32216 — February 11, 1986.

### 20th Anniversaries

Guy H. (*USS Phoenix*) and

Kathy Hall, 1008 College Ave., SW, Lenoir, NC 28645 — April 10, 1986.

### 15th Anniversaries

Victor S. (*USS Medusa*) and Magna Waldron, 18705 Edgcliff Dr. SW, Seattle, WA 98166 — July 24, 1986.

### 10th Anniversaries

Lincoln W. (*USS Honolulu*) and Margaret Christensen, 9820 Forest Ave. SW, Tacoma, WA 98498 — October 16, 1986.

## Big "E" . . . (Continued from Page 2)

none. He still had 10 battleships, 15 cruisers and 45 destroyers, but at 4 a.m. on June 5 he made the bitter decision — run for home. He had lost air superiority, and without that he dared not fight. In effect, he had lost the war; victory was still a long way off, but it was inevitable. The United States bought that victory at Midway with the lives of the brave young men and the life of one carrier, *Yorktown*. The Japanese set her afire and finally finished her off with torpedoes.

One other great test of 1942 awaited the Americans — Guadalcanal and the fight for the Solomons. The Marines and the Army carried the land battle on Guadalcanal, the Navy carried it at sea in an epic naval confrontation, with no less than seven major battles in the remaining months of 1942.

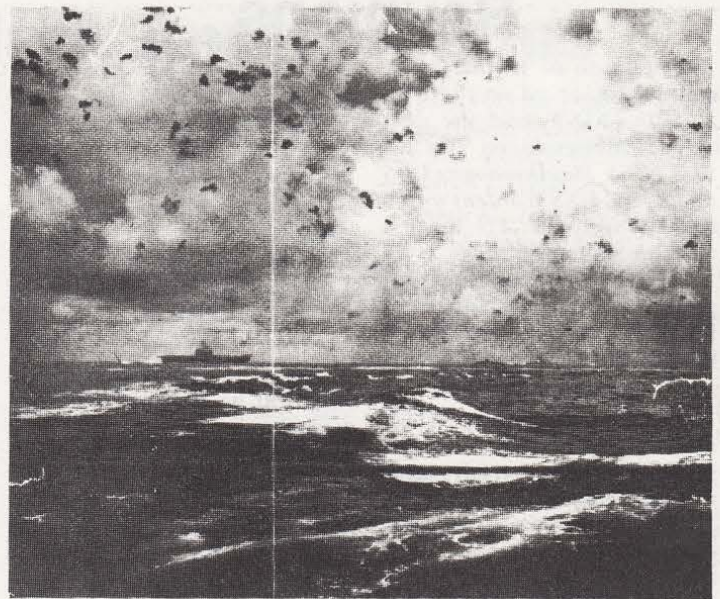
*Enterprise*, *Wasp* and *Saratoga* covered the landings on August 7, and from that day on it was constant fighting on land and sea. On August 24, *Enterprise* came under attack for the first time, in the Battle of the Eastern Solomons. Late in the afternoon, 30 Val dive-bombers came after her, and in three minutes scored with three heavy bombs — first a 1,000-pounder that hit aft, penetrated five decks and exploded deep within the ship; 30 seconds later a

second bomb, close after the first, and then a third bomb, striking the flight deck.

The ship was soon an inferno of burning gasoline, exploding ammunition, ruptured steam pipes, flaming oil and paint. Her rudder was jammed and her planes waited overhead to land. One hour later, the Big E was back on course, recovering planes, her fires under control. It took 38 minutes of heroism, and 74 lives. The next day, *Enterprise* buried her dead at sea, put her planes ashore at Guadalcanal, and started for Pearl 2,700 miles away. Just a routine miracle. Japan had lost a carrier, *Ryujo*, and another 70 planes and pilots she couldn't replace.

The Big E was back in the Solomons October 23, not only repaired, but also with new AA guns, and not a moment too soon. On August 31, the *Saratoga* had been torpedoed again, this time south of Guadalcanal, and headed back for more repairs. Two weeks later, on September 15, the *Wasp* was torpedoed in the same area, and hurt fatally; American ships sank her. Now there were just the *Enterprise* and the *Hornet*.

On October 26, the Japanese were back again, this time for the wild, two-day Battle of the Santa Cruz Islands, and now it was *Hornet's* turn. She was bad-



The Enterprise in action, Battle of Santa Cruz — 26 October 1942.  
Reprinted from American Legion Magazine. Copyright 1985.

ly damaged by enemy planes on October 26, and finished off the next day. She was barely one year old when she sank. Again the Big E performed a small miracle. She turned back the Japanese fleet and fought for her life in a 13-hour battle with attacking planes. She took two bombs, a 550-pounder that didn't go off and a 500-pounder that did, causing a heavy explosion below decks. During the afternoon of the 26th, surrounding vessels watched in admiration as the *Enterprise* maneuvered splendidly and dodged no less than nine torpedoes, using her four powerful screws to make the big carrier dance like a lady at the court ball.

Then she got away and ran for repairs at Noumea. Eleven days later Halsey called her back. She sailed with Seabees and Navy repairmen still patching her up, and got in on the three-day naval Battle of Guadalcanal, November 13–15, Japan's final attempt to reinforce her garrison. The Big E's planes helped sink the battleship *Hiei* on Friday the 13th, and the heavy cruiser *Kinugasa* the next day.

In addition, the carrier pilots blasted away at the transports coming down The Slot with 13,000 fresh troops for Guadalcanal. By November 15, only four transports were left, with

2,000 men, minus their weapons, food and supplies. By mid-afternoon, the battle for Guadalcanal had been decided. The Japanese lost.

On December 7, the first anniversary of Pearl Harbor, the Big E was in the Coral Sea, loaded and ready for bear. As 1943 came in, she had met every challenge given her and was the darling of the fleet. A long war lay ahead, and the Big E was there all the way, the only carrier to start the war and finish it at sea.

By mid-1943 the brand new Essex class carriers were rolling out to sea — including a new *Lexington*, *Yorktown*, *Wasp* and *Hornet*. But no new *Enterprise*; none was needed, not in that war. The old reliable went back to the United States for a nine-month modernization and a presidential citation, the first carrier so honored in World War II. And by late 1943 the *Enterprise* was back in action, ready for the final battles, all the way from the "Great Marianas Turkey Shoot" Battle of the Philippine Sea, June 19–20, 1944, which cost the Japanese over 400 carrier planes, to downtown Tokyo in 1945.

The *Enterprise* was scrapped after the war, but some sailors believe she's still out there, and still, as Halsey said, "the Galloping Ghost of the Pacific."

## Reunions . . . (Continued from Page 7)

The *USS Ralph Talbot* (DD-390) and Destroyer Sq. Four, which consists of *USS Selfridge* (DD-357) flag; DESDIV-7 *USS Blue* (DD-387); *USS Helm* (DD-388); *USS Henley* (DD-391); *USS Bagley* (DD-386); DESDIV-8 *USS Patterson* (DD-392); *USS Ralph Talbot* (DD-390); *USS Mugford* (DD-389);

and *USS Jarvis* (DD-303).

To be held Aug. 7–10, 1986, on board the SS *Queen Mary* in Long Beach, CA.

Please contact George Saunders, 3544 May Road, Richmond, CA 94803 or Bill Aupperlee, 6310 Goodland Place, North Hollywood, CA 91606. This is their annual reunion.

### DECORATIONS

You can recover lost, stolen or damaged authorized military decorations or request award of those for which you have documentation but never received. Send documentary evidence (DD Form 214, general order, etc.) to National Personnel Records Center ? NCPMFC, 9700 Page Blvd., St. Louis, MO 63122. The documentation is important, particularly if your records were among those destroyed by fire in July, 1973.



# 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.

## CHARLES V. FISK

Hickam Field  
San Antonio, TX  
**THEODORE R. KLEPS**  
Fort Shafter  
Richmond Hgts., OH  
**DANIEL F. REILLY**  
Fort Shafter  
N. White Plains, NY  
**GORDON R. BECKER**  
Schofield Bks.  
Lincoln, NE  
**HENRY B. HAWKINS**  
Fort Ruger  
Fort Smith, AR  
**VERNON A. LILEKS**  
*USS Pennsylvania*  
Dallas, TX  
**CHARLES W. LeGRAND**  
Fort Kamehameha  
Joshua Tree, CA  
**CARL BIRSCHWALE**  
*USS West Virginia*  
Bandera, TX  
**SABINO C. BIMBO**  
Marine Bks.  
Knoxville, TN  
**HENRY S. WIANT**  
*USS California*  
Springfield, IL  
**JOHN E. HAMMOND**  
Schofield Bks.  
Seattle, WA  
**ALBERT C. MORECOCK**  
Schofield Bks.  
Portsmouth, VA  
**TERESA M. DUGGAN**  
*USS Solace*  
St. Petersburg, FL  
**LEE M. CRAWFORD**  
*USS Navajo*  
Seattle, WA  
**ROY S. ANGEL**  
*USS Argonne*  
Shawnee, OK

## CLAYTON D. KRAUSE

*USS Solace*  
Milford, CT  
**JAMES D. CARTER**  
Schofield Bks.  
Metairie, LA  
**JAMES D. SEARS**  
2nd Eng. Marine Base  
San Bernardino, CA  
**JAMES R. CHAMPION**  
Schofield Bks.  
W. Erie, PA  
**JAMES A. BRYANT**  
*USS Wasmuth*  
San Diego, CA  
**KENNETH O. SEARS**  
2nd Eng. Marine Base  
Henderson, NV  
**MILO TOPPING**  
Schofield Bks.  
Palmdale, CA  
**COY R. TYSON**  
*USS Tennessee*, Marine Det.  
Roach, MO  
**ROBERT J. WRIGHT**  
*USS Monaghan*  
St. Louis, MO  
**EARL F. FROST**  
Fort Shafter  
Salisbury, MA  
**GERALD TAYLOR**  
Schofield Bks.  
N. Little Rock, AR  
**WARREN H. YOUNG**  
*USS St. Louis*  
San Bruno, CA  
**WILLIAM W. KEISTER**  
*USS Narwhal*  
Blacksburg, VA  
**ROGER A. BENNETT**  
*USS Cassin*  
Santa Maria, CA

## F. W. KADO

*USS San Francisco*  
Yucaipa, CA  
**LAWRENCE MYERS**  
Hickam Field  
Fort Worth, TX  
**HAROLD C. HAIN**  
Hickam Field  
West Salem, FL  
**LOIS I. WATSON**  
Tripler Hospital  
Atlanta, GA  
**REED E. BROOKINGS**  
Schofield Bks.  
N. Berwick, ME  
**JOHN O. BRANSTAFF**  
Schofield Bks.  
Bridgeton, MO  
**ZOLLIE W. RACKLEY**  
*USS Farragut*  
Chattanooga, TN  
**EDWARD L. BECK, RADM**  
*USS Phelps*  
Bradenton, FL  
**PAUL H. McMANUS**  
*USS Maryland*  
Davenport, IA  
**HAZEN M. PALMERTON**  
*USS Helena*  
Paradise, CA  
**ULYSSES R. SIMPKINS JR.**  
Hickam Field  
Newport News, VA  
**WILLIAM E. SUITS**  
Submarine Base  
Citrus Heights, CA  
**WALTER K. BRUNE**  
3rd Def. Battn. USMC  
Cincinnati, OH  
**RALPH W. McCORMICK**  
*USS Nevada*  
Malakoff, TX

## CHARLES H. CARLIN

Wheeler Field  
Fort Worth, TX  
**LESTER J. BROWN**  
Schofield Bks.  
Seattle, WA  
**JAMES E. RUGG**  
*USS Breeze*  
El Paso, TX  
**EVERETT J. McCARTHY**  
1st Def. Battn. USMC  
No. Bellmore, NY  
**CHARLES W. HAMILTON**  
*USS Pennsylvania*  
Concord, CA  
**CHRISTOPHER C. FORBES**  
*USS Curtis*  
Norfolk, VA  
**LEMENT B. FORET**  
Kaneohe Bay V-1  
Chaparral, NM  
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*USS Phoenix*  
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**BENJAMIN S. BOOTES**  
*USS Honolulu*  
Wilburton, OK  
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*USS Wasmuth*  
St. Lucas, IA  
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Schofield Bks.  
Hammond, IN  
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*USS Sacramento*  
Hammond, IN  
**PAUL J. BUCCHIERI**  
USMC, 3rd Def. Battn.  
Windsor Locks, CT  
**GEORGE L. ANDREWS**  
*USS St. Louis*  
San Jose, CA

# Arlington National Cemetery

Arlington National Cemetery,  
December 7, 1985

At a grassy knoll about 100 feet west of the Tomb of the Unknown Soldier, 20 Navy and Army veterans of the Japanese Navy's air attack on Pearl Harbor, Hawaii, 44 years ago, performed a remembrance ceremony. The site was the marble and bronze memorial plaque dedicated to those who were killed or wounded in America's first action of World War Two.

While a Navy bugler, Musi-

cian First Class Mark Cochrane, sounded Taps, the survivors — from Northern Virginia and the District of Columbia — knelt on the grass. A white orchid floral display was then placed on the plaque by retired Navy Commander A. Czerwenka, Alexandria (*USS West Virginia*). The time was 1:25 p.m., corresponding to the Hawaii time of the first air strike by Japanese dive bombers — 7:55 a.m.

The ceremony was opened at

1:00 p.m. by retired Navy Commander Theodore Sawick, Annandale (*USS PT-42*) who heads the area chapter of the national survivors group.

He was followed by Army Colonel Henry G. Dettmar, Arlington (Hickam Field) who gave the invocation. Principal speaker was retired Rear Admiral Gene R. La Rocque, Washington, D.C. (*USS MacDonough*). He stressed the importance of constant military alertness and readiness. . .with

"Pearl" as our nation's most memorable example of the lack of it.

The admiral was followed by retired Master Chief Journalist William J. Miller, Arlington (*USS Castor*) who told of the background of the memorial plaque at Arlington, and related Hawaii time that Sunday morning 44 years earlier to time in the nation's capital — stressing that President Roosevelt learned of the attack within 15 minutes. He

(Continued on Page 10)

## Arlington Cemetery . . . (Continued from Page 9)

also outlined the major purposes of the survivors association, as listed in its federal (congressional) charter — which had been received just two months previously.

Alertness was also a topic of the next speaker, retired Navy Captain Roger Pineau, Bethesda. He is co-author of "And I Was There," published the same day as the ceremony. It is the story of Rear Admiral Edwin T. Layton, the Pacific Fleet's intelligence officer. Among other things, he was concerned that Washington was not providing fleet headquarters with read-outs of Japanese coded messages of a diplomatic nature concerning battleships and other combatants at Pearl Har-

bor. . . messages that would have made the fleet admiral's eyeballs pop had he received them.

On hand with the 20 survivors were about 25 guests, mainly wives and children.

Television coverage was extensive, with seven local stations and national networks being represented — largely due to the efforts of ex-Navy Warrant Officer Edward A. Terrill, Falls Church (*USS Patterson*). Following the event many of the participants assembled at a nearby restaurant to discuss the ceremony and lay plans for future remembrance functions of the Pearl Harbor Survivors Association.



From left to right: Bill Miller, Ted Sawick and RADM Gene La Roque from National Capitol Chapter One at ceremonies in Arlington National Cemetery at PHSA plaque site on December 7, 1985.



Members of National Capitol Chapter One during December 7, 1985 ceremonies at Arlington National Cemetery.

### IN MEMORIAM

**Charlie "Sarge" Fisk**  
May 11, 1906-January 28, 1986

Charlie or "Sarge," as some of we members in PHSA called him, will be dearly missed. He served his country with love and devotion as he served the association.

In the early days of his life, he served as a member of the "Army Air Corps," all the way from the China Theatre to the Philippines and then to Hawaii, where he was stationed at Hickam Field on December 7, 1941.

After retiring from the military service, "Sarge" put in another 20 years of duty for his country, with civil service at Edwards AFB, CA, finally retiring in 1979.

Charlie passed away while in the Fort Sam Houston Hospital in San Antonio, TX. He is survived by his wife, Joy, and a daughter, Shirley.

He was, at all times, ready to serve and help his fellow man as he did his country and PHSA.

Old Buddy, we loved you and life will not seem the same without you, but you are now flying in the heavens.

Rest in peace.

California Chapter 18

### Retired Marine Corps Lt. Gen. John McQueen Dies at Age 86

Retired Marine Corps Lt. Gen. John McQueen, who took part in several World War II campaigns, is dead.

McQueen, 86, died Dec. 7 at his Menlo Park home.

He served 37 years in the corps and was chief of staff of the 6th Marine Division in the battle for Okinawa and earlier helped plan the attack on Japanese forces on the islands of Attu and Kiska in the Aleutian chain.

He also participated in the Marshall and Marianas campaigns.

For much of the 1950s, he was commander of the Marine Corps Recruit Training Depot at San Diego.

### IN MEMORIAM

George Andrews passed away February 8, 1986. A memorial service was held in the "Chapel of Roses" at the Oak Hill Cemetery in San Jose, Calif. on February 13, 1986.

George was a Fire Controlman on the light cruiser *USS ST. Louis* at Pearl Harbor Dec. 7, 1941. He was a charter member of Chapter 7, PHSA, Santa Clara Valley. He was partly instrumental in starting the Pearl Harbor Survivors, and was instrumental in keeping the chapter together, and going forward in the starting stages early in the 1960s. Many of the earlier meetings were held in his place of business as owner of the Regal Map Co. of San Jose.

George was Chapter 7 President in 1966 and 1967 and later receiving the coveted "Man of the Year" Award, as it was called then, for outstanding services rendered. He later was the vice chairman for the northern part of California. George was the convention chairman for the three state conventions held at the Hyatt House in San Jose doing an excellent job.

He would occasionally fly his private plane to the conventions. He was very patriotic and when he did not march in our many parades, he would share his golden colored, decorated Cadillac with those who didn't walk in the parades.

He loved America and anything dealing with Hawaii. George arranged to have our last luau, in August of 1985, that the chapter had at the club house of Chateau La Salle where he resided.

He was the founder of the San Jose Search and Rescue Unit. He was also their commander over the years.

He loved life. He loved people and the message comes through so clearly: Love one another. During the last few weeks, George worked daily, but on a limited time schedule, serving as best he could as long as he could.

He will be sorely missed by many, many people. Sympathy is being expressed and prayers offered for his family and many friends.

# 1986 — Year of the Flag

*Reprinted with permission from Stars & Stripes*

Well, America, it's time to bring out your flag poles and show off the red, white and blue. And not just for the 4th of July and Veterans Day, but for the whole year. Because 1986 is the "Year of the Flag."

Congress has decided to salute Old Glory for all of 1986. Both the House and Senate have passed legislation introduced by U.S. Reps. Bill Cobey (R-NC), and Edolphus Towns (D-NY) in the House and Senator Strom Thurmond (R-SC) in the Senate to designate 1986 officially as "Year of the Flag."

"This is a banner piece of legislation," Cobey said of the bill. "Passage of this bill, I hope, will motivate civic clubs, school groups, and community service organizations to learn more about our flag and fly the flag more often. Given the increase in patriotism around the country, I believe this is a very appropriate commemorative."

Since the Continental Congress asked Betsy Ross, a Philadelphia seamstress, to design an American flag in 1777, Old Glory has become entwined



with the nation's history. When it remained flying after the British siege of Baltimore's Fort McHenry during the War of 1812, the *Star Spangled Banner* inspired Francis Scott Key to write our national anthem. Eventually, an official pledge of allegiance to the flag was written by a Baptist minister, Francis Bellamy of New York. It was first used at the dedication of Chicago's World's Fair in 1892.

We've reached the point now where handling our nation's

most conspicuous symbol is pretty serious business. Section 176 of the U.S. Code flatly states that, "The flag, when it is in such condition that it is no longer a fitting emblem for display, should be destroyed in a dignified way, preferably by burning." So what's the penalty for breaking this law? According to the Star Spangled Banner Flag House in Baltimore, there is none. Congress left that up to the individual states when it passed the federal flag code.

"Year of the Flag" is the brainchild of Dr. Elinor T. Mas-soglia, who now teaches education at North Carolina Central University.

Cobey said he hopes to arrange a White House ceremony early this year to commemorate 1986 as "Year of the Flag."

Members of Congress can provide interested citizens with American flags that have been flown over the U.S. Capitol. If individuals contact congressional offices early enough (at least six weeks in advance), the flags can be flown over the Capitol on a special occasion, such as a birthday or anniversary. The representative's office can provide a price list to interested residents.

## OFFICIAL PHSA MAGNETIC SEALS

Florida Chapter No. 6 is selling

12-inch diameter tri-colored magnetic PHSA seals for \$10.00 each.

Forward check and order to 2223 Hyde Park Road, Jacksonville, FL 32210.

## Back issues of GRAM are now available:

All back issues of the GRAM are now \$2.00 each.

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Left to right: Ted Savick, VA; Bill Miller, VA; Clint Wokey, MD; Mrs. Wokey, MD; Henry Dettmar, VA; Mrs. Istvan, MD; Tony Dickorenso, MD; Frank Costagliola, VA; Mrs. Lambert, VA; Jean Lambert, VA.



Wreath-laying instructions, Arlington National Cemetery, 11 November, 1985. Left to right: Dilorenzo, MD; Wokey, MD; James, MD; Savick, VA; Miller, VA.



Wreath-laying, 11 November, 1985, Arlington. Left to right: Costagliola, VA; Canavan, MD; Escort; Miller, VA; Istvan, MD; Ted Savitch, VA; Ray James, MD; Wokey, MD.

## MUST READING

OGALA ODYSSEY — by Robert Hudson

There has never been anything like it offered before, that reveals a ship's crew and the story of one ship of "MYSTIC." 5801 73rd Ave., North, Brooklyn Park, MN 55429

# NEW MEMBERS

The first quarter of 1986 closed with new members joining PHSA.

Congratulations to all who have helped achieve this excellent increase in membership since the last quarter of 1985.

The GRAM welcomes each of you to our association.

Due to the unauthorized use of 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.

Mr. David P. Bedell  
14059 Oakview Dr.

McKeesport, PA 15131

New members for the period 1/86 to 3/86 — Total of 278.

Total for the year — 809.

Total membership — 10,283.

## DISTRICT

1	70	209
2	18	56
3	25	79
4	28	69
5	12	56
6	70	157
7	31	106
8	24	77
278		809

## STATES

CA	63	195
FL	40	93
TX	13	38
NY	10	34
VA	8	30
AZ	9	23
OR	6	23
WA	8	23
MO	9	22
OH	9	22
IL	4	21
CO	3	19
NJ	4	18
PA	5	18
MA	4	16

NC	6	14
TN	9	14
KY	7	12
MN	2	12
GA	2	10
IN	4	10
KS	1	10
MI	1	10
WI	1	10
ID	4	9
MD	4	9
NE	6	9
NV	4	8
AL	5	7
NH	2	7
SC	4	7
UT	3	7
AR	3	6
ME	1	6
HI	2	5
LA	3	5
OK	0	5
CT	2	4
NM	3	4
RI	2	4
WV	1	4
IA	1	3
MS	0	1
VT	0	1
WY	0	1
<b>TOTAL MEMBERS ENDING 2-25-86</b>		
<b>278</b>		
<b>TOTAL MEMBERS TO DATE</b>		
<b>809</b>		

## Membership recruiting

BAILEY, Joseph	Vancouver, WA 98660	(USS Whitney)
GRAW, Sidney	San Diego, CA 92127	(Milt, Police Ft. Shafter)
MALLORY, James R.	Boise, ID 83704	(USS St. Louis)
THOMPSON, Arthur M.	Westerville, OH 43081	(251st C/A Camp Malakole)
STONE, Lloyd L.	Branson, MO 65616	(USS Dewey)

CAROS, Gustave L.	Helendale, CA 92342	(USS Oglala)
CYPRIANO, Eugene	San Jose, CA 95127	(16th C/A Ft. DeRussey)
HARDER, James F.	Lubbock, TX 79423	(58th Bomb Sq. Hickam Field)
ROBERTSON, Gerald A.	Sullivan, MO 63080	(USS Maryland)
WINEY, Roy C.	Summerville, SC 29483	(USS Patterson)
ACUNA, Miguel L.	Corpus Christi, TX 78412	(USS Vestal)
CASEBOLT, James A.	Lorain, OH 44052	(27th Inf. Schofield Bks.)
SEMANSKI, Stanley A.	Cupertino, CA 95014	(USS Utah)
NOHOWEC, Milton J.	Sayville, NY 11782	(USS Wasmuth)
ACUFF, W. M.	Chattanooga, TN 37412	(USS Pennsylvania)
BLACKWELL, Clayton F.	El Paso, TX 79915	(25th Inf. Schofield Bks.)
BUTLER, James L.	Chattanooga, TN 37407	(USS Utah)
DIXON, Kenneth L.	Oildale, CA 93388	(19th Inf. Schofield Bks.)
EINSPAHR, Orval A.	Hershey, NE 69143	(U.S. Marines atchd/ USS Maryland)
DICKIE, William R.	Salisbury, MA 01950	(USS West Virginia)
KRUMMEL, Richard F.	Pioneer, CA 95666	(USS Oglala)
RULON, Allen L.	Overland, MO 63114	(USS Phoenix)
ROBY, Harry B.	Salt Lake City, UT 84124	(USS Pelias)
ARNOLD, Wade E.	Orlando, FL 32817	(55th C/A Ft. Ruger)
CHROMY, Stephen J.	Seminole, FL 33543	(USS Detroit)

NEWCOME, Roger L.	Apopka, FL 32703	(35th Inf. Schofield Bks.)
PRIESTLEY, LeRoy M.	Magalia, CA 95954	(USS Ramapo)
AUBLE, Victor D.	Arnold, NE 69120	(USS Maryland)
BURGESS, John H.	East Ridge, TN 37412	(11th Sig. Co. Schofield Bks.)
COLLINS, William C.	Sylva, NC 28779	(64th C/A Ft. Shafter)
DERBY, Woodrow W.	San Diego, CA 92120	(USS Nevada)
GUNTHER, Clarence Jr.	Frankfort, KY 40601	(USS Farragut)
GOLSON, Mallory W.	Pratville, AL 36067	(USS Pelias)
LARSEN, Roy C.	E. Patchoque, NY 11772	(USS San Francisco)
SMITH, William F.	Kansas City, MO 64118	(USS Nevada)
BUBLE, Henry C.	Salem, OR 97305	(USS California)
BRUNNER, Robert R.	Norfolk, VA 23502	(Mobile Hosp. #2 Navy)
CRAIG, Warren L.	Lafayette, CA 94549	(USS Montgomery)
DAVIS, Proctor R.	Worthington, KY 42283	(97th C/A Schofield Bks.)
EVERITT, Warren D.	Austin, IN 47102	(4th Def. BN. US Marines)
HAMMETT, Jack R.	Costa Mesa, CA 92626	(U.S. Naval Hosp.)
HOLUB, Clarence F.	Toledo, OH 43613	(97th C/A Ft. Kamehameha)
LEHMANN, Joseph A.	Farmville, NC 27828	(34th Engr. BN. Schofield Bks.)
MORGAN, Roy	Falls Church, VA 22041	(72nd Bomb Sq. Hickam Field)
POIRIER, Meddie N.	Hialeah, FL 33013	(23rd Bomb Sq. Hickam Field)

(Continued on Page 13)

## 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. David P. Bedell, 14059 Oakview Dr., McKeesport, PA 15131. 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 your PHSA identification number found on your membership card.

# New Members . . . (Continued from Page 12)

SMEED, Dallas B. Sr.  
Shreveport, LA 71109  
(11th MED Rgt. Schofield Bks.)

STALEY, Roscoe R.  
Port Orange, FL 32019  
(Wialupe Radio Sta.)

WALLACE, Everett W.  
Ashland, KY 41101  
(64th C/A Ft. Shafter)

DONDER, Patrick J.  
Ormond Beach, FL 32074  
(USS Pelias)

FARTHING, Louis G.  
Boone, NC 28607  
(USS West Virginia)

HANNAH, Bernard A.  
Bridgeport, WV 26330  
(USS West Virginia)

HORNE, John F.  
Lehigh Acres, FL 33936  
(72nd Pur. Sq. Wheeler Field)

LINSLEY, Fred W. Jr.  
St. Augustine, FL 32086  
(USS Curtiss)

MOUSEL, Orville P.  
Flippin, AR 72534  
(USS California)

POSTOVIT, Paul F.  
Boulder, CO 80303  
(44th Pur. Sq. Wheeler Field)

ROBINSON, Richard E.  
Salem, OR 97303  
(USS Whitney)

SMITH, Willis L.  
Salt Lake City, UT 84117  
(USS Rigel)

THROCKMORTON, Wilbur A.  
Phoenix, AZ 85016  
(21st Inf. Schofield Bks.)

WILLITS, Leland L.  
Klamath Falls, OR 97603  
(21st Inf. Schofield Bks.)

ELLIOTT, John H.  
Redding, CA 96003  
(VP-23 Ford Island)

FOX, Ernest A.  
Auburn, CA 95603  
(USS MacDonough)

HAYES, Richard D.  
Trotwood, OH 45426  
(25th MED Bn. Schofield Bks.)

KAY, Rance A. Jr.  
Belle Mead, NJ 08502  
(98th C/A Schofield Bks.)

MATTHEWS, Walter E.  
Penryn, CA 95663  
(251st C/A Camp Malakole)

PENNOCK, Joseph F.  
Olacida, FL 33946  
(Marine Bks.)

RACH, Herbert E.  
Tucson, AZ 85719  
(Submarine Base)

SANTELLA, Frank  
Westwood, NY 07675  
(3rd Def. BN. US Marines)

SPAIN, Louis M.  
Clayton, NY 13624  
(251st C/A Camp Malakole)

VAN DRUFF, Robert H.  
Brookville, MD 20833  
(USS Aylwin)

WORSHAM, Luther B.  
Hemingway, SC 29554  
(34th Engr. Schofield Bks.)

EVANS, Hollis J.  
El Dorado, KS 67042  
(16th C/A Ft. Ruger)

GREEN, Joseph N.  
324th Sig. Avn. Co. Hickam Field

HOGAN, Ralph L.  
Mountain View, CA 94043  
(USS Tennessee)

KIRKHAM, Henry E.  
Mossville, IL 61552  
(16th C/A Ft. Ruger)

MOORE, Jack H.  
Sebring, FL 33870  
(USS Sacramento)

PHILLIPS, Ralston D.  
Edgewater, MD 21037  
(USS Dobbin)

REDMAN, Jasper D.  
Grayson KY 41143  
(USS New Orleans)

SATTERSHITE, John H.  
Chandler, TX 75758  
(USS New Orleans)

SPENCER, Milton A.  
Seal Beach, CA 90740  
(USS California)

VAN WAGONER, James M.  
Metamora, MI 48455  
(USS Dewey)

GLASER, Raymond C.  
Thornton, CO 80229  
(89th F/A Schofield Bks.)

GONZALES, Manuel E.  
Maitland, FL 32751  
(98th C/A Schofield Bks.)

CLARK, Donald R.  
Reno, NV 89511  
(97th C/A Schofield Bks.)

EDSON, James R.  
Othello, WA 99344  
(USS Helena)

MILLER, Glenn  
Marysville, WA 98270  
(Submarine Base)

PFAFF, William F.  
Billfrich, MA 01866  
(64th C/A Ft. Shafter)

STENSTROM, Joseph F.  
Poulsbo, WA 98370  
(USS Montgomery)

STRINGFELLOW, Athol W.  
National City, CA 92050  
(USS Medusa)

GOMEZ, Henry  
St. Petersburg, FL 33707  
(Ford Island)

LOVSTED, James K.  
San Diego, CA 92116  
(USS Ward)

MOORE, Benjamin L.  
Pensacola, FL 32507  
(USS Helena)

KIEHNE, Rudy A.  
Fredericksburg, TX 78624  
(USS Maryland)

LIPTON, Sam M.  
Albuquerque, NM 87110  
(65th Engr. Schofield Bks.)

McGREW, Jake Jr.  
Tacoma, WA 98409  
(USS Curtiss)

CLEAVER, Clarence E.  
Davidsonville, MD 21035  
(USS Patterson)

ELMAN, Jerome B.  
Lake Worth, FL 33467  
(97th C/A Ft. Weaver)

MUDGE, Nathan  
Santa Ana, CA 92704  
(USS Pennsylvania)

POTTER, James W.  
Orlando, FL 32806  
(3rd Engr. Schofield Bks.)

STOCUM, Robert L.  
Ridgefield, NJ 07657  
(4th Def. BN. U.S. Marines)

WILKINSON, Harold A. Jr.  
Valparaiso, IN 46383  
(VP-22 Ford Island)

HORTON, Frank  
Lake Havasu, AZ 86403  
(USS West Virginia)

MARKER, Harold E.  
Kingman, AZ 86401  
(USS Tangier)

WILD, Ivan F.  
Lake Havasu City, AZ 86403  
(USS West Virginia)

KING, Charles M.  
Mahopac, NY 10541  
(USS Vestal)

LITTMAN, Irving  
Plantation, FL 33322  
(4th Recon Sq. Hickam Field)

ANDREWS, James M.  
Nashville, TN 37211  
(USS West Virginia)

COMBEST, Richard  
Penn Valley, CA 95946  
(USS St. Louis)

LEE, John J.  
Westlake, OH 44145  
(USS Argonne)

NORTHROP, Spencer W.  
Sylvania, OH 43560  
(U.S. Naval Hosp.)

SALLICK, George  
Pensacola, FL 32504  
(19th Pur Sq. Wheeler Field)

SCHARLACH, Edward A.  
Boca Raton, FL 33428  
(3rd Def. BN. U.S. Marines)

DRIVER, Troy B.  
Hialeah, FL 33012  
(USS Blue)

KEARNS, Warren G.  
Las Cruces, NM 88005  
(VP-12 Kaneohe Bay)

MARTIN, Jack J.  
Metairie, LA 70003  
(USS Nevada)

KOGAN, Milton M.  
Silver Spring, MD 20906  
(Dental Corp. Schofield Bks.)

LUNNEN, Robert M.  
West Jordan, UT 84084  
(USS Phelps)

(Continued on Page 14)

## PRICES FOR ADVERTISEMENT IN GRAM

Approved by the National Executive Board at their meeting in Long Beach, CA, July 2, 1985. Went into effect as of Oct. 1985.

Size of Ad	One Issue	Four Consecutive Issues
Full Page	\$350.00	\$1150.00
Half Page	\$175.00	\$ 575.00
Quarter Page	\$ 90.00	\$ 300.00
2-Col., 3"	\$ 75.00	\$ 265.00
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Booster, 4 lines max	\$ 7.50	\$ 24.00
Additional Booster		
Lines (ea.)	\$ 5.00	\$ 17.00
SUBSCRIPTION 4 ISSUES \$7.00		

## New Members . . . (Continued from Page 13)

- CARR, William J. Jr.  
Norfolk, VA 23518  
(USS Conyngham)
- DAVIS, William P.  
Cuyahoga Falls, OH 44221  
(USS St. Louis)
- LUMENTI, Joseph H.  
Metairie, LA 70001  
(USS West Virginia)
- OZBURN, Leslie J.  
Twin Falls, ID 83301  
(Ford Island)
- SAPERSTEIN, Gerry  
Dumont, NJ 07628  
(98th C/A Schofield Bks.)
- STOVERINK, Alphonse H.  
Jackson, MO 63755  
(34th Engr. Schofield Bks.)
- COBB, Ezra H. Sr.  
Pensacola, FL 32506  
(USS Tangier)
- LEE, Howard G.  
Memphis, TN 38112  
(USS Neosho)
- MIKKELSEN, Wilbur H.  
Mohave Valley, AZ 86440  
(USS Whitney)
- HERSEY, John D.  
Cape Coral, FL 33904  
(USS Pelias)
- LANDRUM, Hughes B.  
Ft. Myers Beach, FL 33931  
(PT Boats)
- NICHOLS, Frank W. Sr.  
Folsom, CA 95630  
(Patron 11, Kaneohe Bay)
- STRINGER, Reginald H.  
Lexington, KY 40503  
(Marine Bks.)
- DeLAVE, Edwin K.  
Cape Coral, FL 33904  
(USS Oglala)
- HAVERTY, Cecil L.  
Jacksonville, FL 32244  
(USS San Francisco)
- JOHNSON, James A.  
North Kingstown, RI 02852  
(A & R Ford Island)
- LOWELL, Clarence M.  
Milton, FL 32570  
(4th Def. BN. U.S. Marines)
- OLSON, Albert  
Spring Valley, CA 92077  
(USS Solace)
- PALMTAG, Herbert M.  
Del Mar, CA 92014  
(251st C/A Camp Malakole)
- PUDLIN, Victor A.  
Oak Harbor, WA 98277  
(USS Curtiss)
- RODMAN, Robert C.  
Lake Isabella, CA 93240  
(USS Raleigh)
- STECZ, Michael  
Castro Valley, CA 94546  
(USS Oklahoma)
- WOODRUFF, James N.  
Leoma, TN 38468  
(USS St. Louis)
- RYMER, Grady  
Lehigh, FL 33936  
(16th C/A Ft. Ruger)
- SULLENGER, Charles R.  
San Diego, CA 92110  
(Receiving Sta. PH.)
- EHLERT, James A.  
Wichita Falls, TX 76308  
(USS Oklahoma)
- LANDRUM, John B.  
Lexington, KY 40503  
(804th Engr. Schofield Bks.)
- JORDAN, Raymond D.  
Seminole, FL 33542  
(27th Inf. Schofield Bks.)
- MALONE, James R.  
Ft. Walton Beach, FL 32548  
(72nd Bomb Sq. Hickam Field)
- OLSON, George R.  
Springfield, OR 97477  
(27th Inf. Schofield Bks.)
- PICCIOLO, John  
Milwaukee, WI 53207  
(Fire Sta. Ford Island)
- RACE, George W. Jr.  
Springfield, IL 62702  
(USS Utah)
- SLIMP, William E.  
St. Louis, MO 63141  
(USS Schley)
- TURNER, Marion  
Harlan, KY 40831  
(72nd Bomb Sq. Hickam Field)
- WRIGHT, John N.  
Lynchburg, VA 24501  
(11th Tank CO. Schofield Bks.)
- SOBKE, Frederick H.  
Chula Vista, CA 92011  
(USS Crossbill)
- VANDER VEEN, Donald L.  
Sacramento, CA 95815  
(USS Dewey)
- FRENCH, John B.  
Sacramento, CA 95823  
(USS California)
- LEHMAN, Laurence K.  
Reno, NV 89502  
(USS Oklahoma)
- KRAMER, Reinard  
Waco, TX 76708  
(Westlock Ammo Depot)
- MARKS, Albin P.  
Havertown, PA 19083  
(USS Dobbin)
- ORDOS, Bernard S.  
West Mifflin, PA 15122  
(98th C/A Schofield Bks.)
- POLLARD, Wilson B.  
Merrill, ME 04952  
(Flag — COM SUB Pac)
- NORMAN, Hal C.  
Taylors, SC 29687  
(Ford Island)
- SMITH, Charles J.  
Del Rio, TX 78842  
(U.S. Marines Atch. USS Tennessee)
- TURNER, Robert E.  
Horse Creek, CA 96045  
(USS Ash)
- CAMPERELL, Frank R.  
Albuquerque, NM 87107  
(USS Utah)
- STANDISH, Christian  
San Diego, CA 92116  
(Naval Disp. P.H.)
- DURHAM, James K.  
Smithfield, NC 27577  
(34th Engr. Schofield Bks.)
- GAGE, Howard F.  
Victoria, TX 77901  
(USS Nevada)
- LOONEY, Morris G.  
Lewisburg, TN 37091  
(810th M.P. Ft. Shafter)
- LACEY, Arthur H.  
Berry Creek, CA 95916  
(VP-24, Ford Island)

(Continued on Page 15)

## HOUR OF DREADNOUGHTS

This book, authored by Survivor **Edward J. Colina**, is like no other book to ever come out of the Pacific War. The story covers the period from April 1941, through the entire war to the Whimpering End and includes over 400 names of ships and submarines participating in various battles. Also, the political intrigue in Washington, D.C., played an important part prior to the disastrous **Attack at Pearl Harbor** and the recriminations that followed.

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# New Members . . . (Continued from Page 14)

MOELLER, James E.  
Uvalde, TX 78801  
(USS Downes)

OWEN, Luther  
Easley, SC 29640  
(USS MacDonough)

PRESLEY, Fred W.  
Little Rock, AR 72207  
(USS St. Louis)

NUGENT, John R.  
Hinsdale, IL 60521  
(325th QM Schofield Bks.)

SPENCER, James E.  
Jacksonville, FL 32223  
(USS Honolulu)

VALENZUELA, Alfred M.  
Sacramento, CA 95822  
(21st Inf. Schofield Bks.)

CROSS, Harry M.  
East Canton, OH 44730  
(97th C/A Schofield Bks.)

GRUBER, Colie B.  
Tampa, FL 33615  
(USS Zane)

MCGREW, Dan W.  
Long Beach, CA 90815  
(USS Chew)

PENHOLLOW, Murray D.  
San Diego, CA 92122  
(USS California)

VALDEZ, Anthony J.  
National City, CA 92050  
(USS Helena)

DeGROFF, Floyd S.  
Miami, FL 33156  
(Ford Island)

BRUEGGER, John E.  
Oak Ridge, TN 37830  
(USS Medusa)

FANOLIS, Nicholas H.  
Gales Ferry, CT 06335  
(USS Dobbin)

HALL, Robert L.  
Santa Rosa, CA 95406  
(USS Tennessee)

ZUBIK, Albert  
Brazoria, TX 77422  
(Submarine Base)

JIRSAK, Joseph  
Omaha, NE 68106  
(35th Inf. Schofield Bks.)

MOORE, John A.  
Tucson, AZ 85730  
(USS West Virginia)

RADIL, Ludwig A.  
Omaha, NE 68107  
(USS California)

FURTEK, Walter C.  
New Bedford, MA 02745  
(63rd F/A Schofield Bks.)

ALSPAUGH, Carroll D.  
Reno, NV 89509  
(USS Pruitt)

DEXTER, Oliver F.  
Bessemer, AL 35023  
(98th C/A Schofield Bks.)

FREISMUTH, William M.  
Gordonsville, VA 22942  
(USS Oglala)

HATLEY, Charles A.  
Sonora, CA 95370  
(35th Inf. Schofield Bks.)

JOHNSON, Clarence E.  
Clarksville, AR 72830  
(USS San Francisco)

MORLEY, Walter S.  
West Dennis, MA 02670  
(USS Bagley)

SOMMER, Ralph F.  
Fridley, MN 55432  
(1st Def. BN. U.S. Marines)

GAMBLE, George B.  
Concord, CA 94519  
(VP-14 Kaneohe Bay)

APPLETON, Daniel S.  
Laguna Beach, CA 92651  
(USS Pennsylvania)

DRAIN, Dan T.  
Lincoln, NE 68506  
(USS Preble)

GRAFF, C. Larry  
Glen Allen, VA 23060  
(USS Tennessee)

HILGER, Frederick L.  
Chico, CA 95926  
(USS Tennessee)

KOLMAN, William J.  
Croton-On-Hudson, NY 10520  
(4th Def. BN. U.S. Marines)

OWEN, Harold R.  
Paris, TN 38242  
(USS Pennsylvania)

TRUDGEN, George G.  
Freeport, PA 16229  
(Sta. Hosp. Hickam Field)

DAWSON, Carlyle E.  
Auburn, WA 98002  
(USS Nevada)

BAYHAM, Robert J.  
St. Marys, OH 45885  
(17th AB Sq. Wheeler Field)

DUDASKO, Alfred E.  
Inverness, FL 32650  
(USS Solace)

GRAHAM, Everett F.  
Berkeley, CA 95707  
(USS Helm)

ZELINSKY, Joseph P.  
Chesapeake, VA 23323  
(USS Honolulu)

BECK, Wilber E.  
Oakwood, GA 30566  
(22nd Mat. Sq. Hickam Field)

KEMP, Robert W.  
Oceanside, CA 92056  
(USS Bagley)

SERBELL, Robert L.  
Clearwater, FL 33575  
(97th C/A Ft. Weaver)

ASH, Robert D.  
La Mesa, CA 92041  
(USS Solace)

BUSER, Olyn G.  
Dothan, AL 36301  
(USS Rigel)

DEEN, Joe  
Oceanside, CA 92054  
(Marine Air Wg. Ewa Field)

FOSTER, Idell R.  
Wabash, IN 46992  
(USS Oklahoma)

GUFFEY, Charles D.  
Modesto, CA 95350  
(Tow Target Sq. Hickam Field)

HEFFERNAN, Robert W.  
Dunlap, IA 51529  
(Hawaiian Dept. Ft. Shafter)

KUHLMANN, John S.  
Bradenton, FL 33529  
(USS Rigel)

LLOYD, Paul V.  
Las Vegas, NV 89103  
(Marine Bks. Pearl Harbor)

NIEDERKORN, Henry J.  
Chaffee, MO 63740  
(USS Taney)

PETRIE, Richard C.  
Utica, NY 13501  
(62nd Ord. Co. Hawaiian Dept.)

RUSSUM, Isaac J.  
Arlington, TX 76010  
(USS Maryland)

SAXTON, Frank  
Bend, OR 97701  
(USS Tennessee)

SOLBERG, Melvin K.  
Redding, CA 96001  
(U.S. Naval Hosp. Pearl Harbor)

BURHOOP, Carl H.  
Lakeside, CA 92040  
(USS Pennsylvania)

MILLER, Benjamin  
Boise, ID 83706  
(50th Recon. Sq. Hickam Field)

SMITH, John B.  
Beaver Crossing, NE 68313  
(USS California)

ATKINSON, Glendon R.  
Rochester, NH 03867  
(27th Inf. Schofield Bks.)

COOK, Clifford C.  
Meridian, ID 83642  
(50th Recon. Sq. Hickam Field)

(Continued on Page 16)

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### Must Reading

Typhoon The Other Enemy  
by Capt. C.R. Calhoun,  
U.S.M. Retired

# SW Florida Survivors

By Ernestine Williams  
News-Press Staff Writer

Dec. 7, 1941, started out as a typical day for William E. Goshen aboard the *U.S.S. Arizona* in Pearl Harbor.

Goshen, 66, was a 22-year-old Navy seaman at the time. He and his fellow crewmen had finished breakfast, probably bacon and eggs, he recalled.

They were cleaning the mess area as typical turned terrifying when at 7:55 a.m. Japanese fighters began firing on U.S. troops stationed at Pearl Harbor.

"Most of us were getting ready to go ashore for liberty," he said. "We heard planes coming over, we didn't know what they were and we went up higher to see what was going on.

"We went outside and looked up and saw that they were Japanese planes and they were dropping bombs," he said. "Then they sounded battle stations."

Goshen went to the No. 5 broadside gun, which fires shells five inches in diameter, he said. But it was of no use to him

(Continued on Page 17)



Southwest Florida Chapter 5 of the Pearl Harbor Survivors Association announced its new slate of officers. Pictured are (left to right) President Paul Bemis, Lehigh; Vice President Herbert Mumpower, Port Charlotte; Secretary John VonRunnen, Fort Myers; and Treasurer John Marancik, Cape Coral.

## New Members . . . (Continued from Page 15)

EATON, William R.  
Denton, TX 76201  
(72nd Bomb Sq. Hickam Field)

FRETTOLOSO, Girolamo J.  
Hawthorne, NY 10532  
(17th AB Sq. Wheeler Field)

HAMADY, Edward  
Oceanside, CA 92054  
(3rd Def. BN. U.S. Marines)

JACKSON, Robert S.  
Sacramento, CA 95821  
(VP-14 Kaneohe Bay)

LARSON, Carl E.  
Glastonbury, CT 06033  
(USS *Dobbin*)

MaCAULEY, George W.  
Ponte Vedra Beach, FL  
(Ford Island)

NICHOLS, Rodman E.  
Colonial Heights, VA 23834  
(USS *Pennsylvania*)

RUDERT, Albert C.  
Shelbyville, IL 62565  
(78th Pur. Sq. Wheeler Field)

RYAN, Robert A.  
St. Petersburg, FL 33702  
(9th Sig. Co. Ft. Shafter)

WHITMER, George W.  
Millville, CA 96062  
(USS *Tennessee*)

BRIDGES, William R.  
Tucson, AZ 85706  
(USS *Raleigh*)

DAUGHERTY, Harry  
Santa Barbara, CA 93111  
(Patient, USS *Solace*)

EMBLETON, Wendell K.  
Newport, RI 02840  
(3rd Def. Bn. U.S. Marines)

GIBSON, Claude C.  
Tarrant, AL 35217  
(USS *Arizona*)

HAUISWARD, George L.  
Flushing, NY 11365  
(25th Sig. Co. Schofield Bks.)

JULSON, Maynard E.  
Oceanside, CA 92054  
(Marine Air Wg. Ewa Field)

LEAHY, John P.  
Vista, CA 92084  
(21st Inf. Schofield Bks.)

MAXWELL, William  
Lexington, GA 30548  
(USS *Oglala*)

O'CONNELL, Charles F.  
Wahiawa, HI 96786  
(VP-22 Ford Island)

RUMORE, Louis  
Brookline, NH 03033  
(USS *Maryland*)

SADLER, Francis E.  
Perryville, MO 63755  
(Fire Dept. Hickam Field)

SMITH, Arlan F.  
Lebanon, OR 97355  
(USS *California*)

TAXIERA, Joseph J.  
Ossining, NY 10562  
(97th C/A Schofield Bks.)

TAYLOR, George N.  
Garysburg, NC 27831  
(34th Engr. Schofield Bks.)

BINDERUP, Leroy C.  
Williamsport, PA 17701  
(41st C/A Ft. Kamehameha)

DUCKWORTH, Harold E.  
Arnold, MO 63010  
(Marine Bks., Pearl Harbor)

MEGEE, Lloyd A.  
Port Orchard, WA 98336  
(USS *Shaw*)

BOUYEA, Roger D.  
San Francisco, CA 94109  
(USS *Helena*)

DYSON, Coy W.  
Bessemer, AL 35023  
(QM Det. Wheeler Field)

LEDESMA, Anthony  
San Diego, CA 92113  
(Bishops Point)

TRUNNELL, James H.  
Spring Valley, CA 92078  
(USS *Tennessee*)

BISHOP, Edwin R.  
Napa, CA 94558  
(Ford Island)

GALANTE, Salvatore  
Paramus, NJ 07652  
(98th C/A Schofield Bks.)

PIERCY, Frank W.  
Long Beach, CA 90808  
(USS *Patterson*)

DILLER, Glenn L.  
Golden, CO 80403  
(Pat. Wg. 2 — Ford Island)

GARSTANG, Richard F.  
Red Bluff, CA 96080  
(251st, C/A Camp Malakole)

RECKNOR, Marvin W.  
Alameda, CA 94501  
(USS *San Francisco*)

WALTERS, Carl K., Jr.  
Satellite Beach, FL 32937  
(USS *Solace*)

COTTON, George O.  
Bloomington, IN 47401  
(USS *Detroit*)

HOWE, John R.  
Laupahoehoe, HI 96764  
(Ford Island)

STRONG, Duane V.  
Scottsdale, AZ 85254  
(45th Pur. Sq. Wheeler Field)

SCHULTZ, James L.  
Menlo Park, CA 94025  
(USS *Honolulu*)

STRIDBORG, Harold A.  
Hilmar, CA 95324  
(USS *Curtiss*)

CRAMER, Loren D.  
White Bear Lake, MN 55110  
(USS *Cummings*)

PENNOCK, Joseph  
Placida, FL 33946  
(Marine Bks., Ford Island)

DRUM, Hayes E.  
Charlotte, NC 28212  
(USS *Whitney*)

HIRSCH, Vern F.  
San Diego, CA 92120  
(USS *Tennessee*)

ALL MEMBERS of the EB, PHS A, Inc. NATIONAL SECRETARY PHS A, Inc. EBD #1-86

President Stockett has requested the following EBD be submitted for your approval or disapproval.

The National Vice President has requested the following prizes be awarded for the membership drive. First place \$100.00, second place \$50.00, third place \$25.00. Awards to be made at the 1986 National Convention in Hawaii.

Shall the Association award the above prizes?



## Florida Survivors . . . (Continued from Page 16)

because eight men were needed to load and fire the huge weapon, he said.

"I was all by myself," he said. "There was nobody there. I put my head phones on and started talking to the bridge and did what I had to do.

"The next thing I knew, I was in the water swimming," Goshen said. "I didn't know how I got there, it happened so quick. But I do know that I was blown off the boat."

He swam ashore and was taken to the hospital for treatment of the burns he received in the blast. He stayed there until he was released five months later on May 29, 1942.

"Only about two of us survived out of my division," he said.

Goshen, now retired and living in Port Charlotte, joined with about 200 people recently at Lee Memorial Park to remember the men who were killed during the invasion, which signaled the beginning of World War II. Paul Bemis, president-elect of the Southwest Florida Chapter of the Pearl Harbor Survivors Association, spoke during the ceremony.

"Our sacrifice alerted a relaxed nation, brought it to its feet and caused it to prepare to fight," said Bemis, whose association sponsored the observance. "The lesson learned by our sacrifice will not easily be forgotten. We can never permit ourselves to become vulnerable again."

The attack came in two

waves, with a total of 353 Japanese aircraft firing on U.S. servicemen, Bemis said. By the time the siege was over, more than 2,280 servicemen were killed and 1,100 wounded. Eighteen battleships, including the U.S.S. *Arizona*, were seriously damaged or sunk, 188 planes were destroyed and more than 150 others damaged.

"So, we must recognize that the enemy is not any given race or any given nation," he said. "The enemy is something dark and indeterminable in the hearts of men. Whether it shows up on a frozen hill in North Korea, or wearing black pajamas in Southeast Asia, (it) must be grappled with and overcome."

The ceremony, which included patriotic songs and a three-volley salute, was highlighted by a "Missing Man" flyover by the 72nd Tactical Fighter Training Squadron of MacDill Air Force Base.

Four fighters zoomed overhead as one of them left the group, flying up and away to symbolize the soldiers killed in battle. The loss of friends as a result of the attack is what Goshen remembers most, he said. "Since Pearl Harbor, I have made a few friends, but not like I had then," he said. "One batch of friends is enough. You just never get as close as you were then."

That's what kept him going throughout World War II, he said. "I wanted to get even."

"Many of our comrades were



A salute to their fallen comrades was given by those who survived the attack on Pearl Harbor in 1941 at a memorial service at Lee Memorial Park. Photo courtesy Fort Myers News-Press



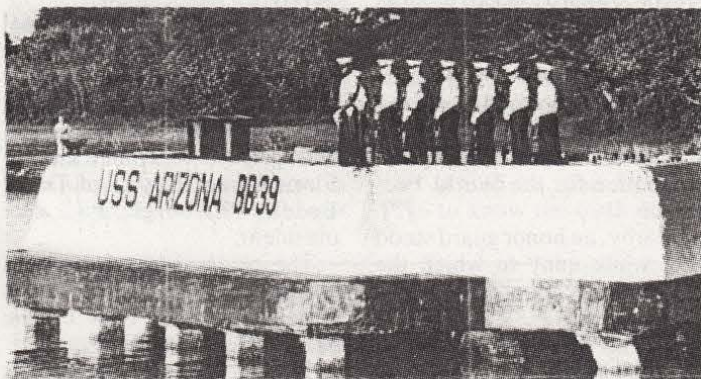
Area veterans at a Pearl Harbor Day ceremony at Lee Memorial Park in east Fort Myers recently dress in Hawaiian shirts as a reminder that they were there during the Japanese surprise bombing attack in 1941. Photo courtesy Fort Myers News-Press

killed outright and perhaps they were more fortunate than those who suffered permanent mental damage or permanent physical disability," he said. "All of us were scarred by the attack, whether the scars show or

whether they lie deep within us."

Despite the horrors the Japanese inflicted on the United States and the servicemen in Pearl Harbor, that country now is this nation's ally, Bemis said.

## DEAD HONORED AT ARIZONA RITES



HONOR GUARD — Marines stand on the mooring block of the U.S.S. Arizona at Pearl Harbor during ceremonies marking the 44th anniversary of the Japanese attack.

Star-Bulletin photo by Ken Sakamoto

America must learn a lesson from the Japanese attack on Pearl Harbor 44 years ago and "continue our country's commitment to a strong defense," Vice Adm. Kendall E. Moranville said in ceremonies aboard the U.S.S. *Arizona* memorial.

As the Third Fleet commander, Moranville said he sees the memorial daily from his office window on Ford Island.

And he said he is "determined that the forces for which I am responsible will train hard and train realistically — not simply to prepare for a surprise attack, but to send a clear signal to to-

day's potential enemies that America will not again be caught unready."

Pearl Harbor was sunny and serene that morning — much as it was Dec. 7, 1941, when 2,403 military members and civilians were killed in the surprise Japanese attack.

One minute of silence was observed at 7:55 a.m., the moment when the first wave of aircraft from Japanese carriers began assaulting ships moored in the harbor that day.

"I sometimes wonder why we were so surprised by this de-

(Continued on Page 18)



**From the Editor's Desk**

**GRAM MINI NEWS**

We have asked for comments in the last two issues of the *GRAM* as to whether we should continue with this section. Out of 10,373 members, we have received only 15 letters on this subject. 13 of these letters wanted to continue with the Mini News, one letter stated that they thought the Mini News was too wordy, just state what a chapter is doing, and if nothing, don't print anything. Another letter stated that he was getting tired of reading about survivors

and their wives eating all the time. Which all is true.

So in my last four editions of the *GRAM*, we will only print those newsletters that have a message for all of PHSA. No restaurants, food or wordy messages.

We have also requested that chapters please write their own Mini News rather than send in your newsletters, but to date only 10 chapters across this great land have done so. So from a review of the MINI NEWS and your letters we will print this section one more time and then drop it for good.

**Members Not Receiving GRAMS**

We have stated in several issues over the years that if you don't receive your *GRAM*, please do not write to the editor. We do not carry the master mailing list. This is controlled by the national treasurer, Wallace Kampney, P.O. Box 6335, Syracuse, NY 13217. If you have not received your *GRAM*, it could be for several reasons. Your mailing address is incorrect and you have not forwarded your new address to Wally. The

*GRAM* is late in being mailed due to labels not arriving at the mailing house on time. This is all handled by the national treasurer's office, so to expedite your receiving the *GRAM*, please in the future, address all mail to the national treasurer.

**Death Notices**

This office also does not handle these notices. This is controlled by the national secretary, Hall Pickard, P.O. Box 6244, Gulf Breeze, FL 32561.

We cannot print these death notices in any issue of the *GRAM* until they go through the national office and the names are released through Hall to the *GRAM* office.

You will save your chapters and the association postage if you will comply with these requests. Thanking you for your cooperation.

**Centerfold Pictures**

We have enough pictures to see each *GRAM* issue through January of 1987. When the new editor takes over, I'm quite sure he will request these photos and like to have them sent into the

*GRAM*, but as of now, please do not send any more to me, because I would hate to have them misplaced or lost.

**Corrections**

In the January 1986 issue of the *Gram* under Prayer for the Dead, Clovis W. Phillips was listed as being on the *USS Whitney*. It should have read *USS Chew*.

On page 13, same issue of *Gram*, proofreader didn't catch misspelling of In Memoriam.

We apologize to Mrs. Phillips and Mrs. Witt for these errors.

**Cruise Cancelled**

The 1986 cruise to Hawaii through the Four Aces Cruise Center in San Francisco has been cancelled due to lack of reservations.

When we first asked the membership to let us know if there was interest in such a cruise, two and a half years ago, we received over 1200 letters, letting us know that there was interest in such a cruise.

*(Continued on Page 19)*

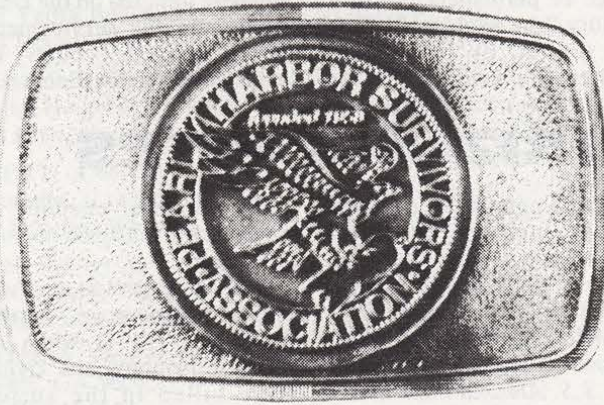
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**Arizona Rites . . .** *(Continued from Page 17)*

monstration of the power of aircraft carriers," Moranville said. "The brightest of our military leaders had warned us."

He added that he "wonders whether even today — 44 years later — we have yet learned the lessons of Dec. 7, 1941," because of controversy over the need for 15 aircraft-carrier battle groups sought by President Reagan.

"Of course it's a costly burden," he said. "The lesson of Dec. 7, 1941, is that we Americans cannot avoid that burden."

Wreaths were presented by about 20 veteran and patriotic organizations, including the Honmon Butsuryu Shu Hawaii Mission and the Japan Religious Committee for the World Federation.

Nearby, an honor guard stood on a white quay to which the *Arizona* was moored when it was attacked.

The services also included prayers, music by the Pacific Fleet Band and the Apollo Club, a 55-member vocal group from Minneapolis, Minn., that was invited to the ceremonies by the

U.S. Interior Department.

Seven survivors of the Pearl Harbor attack received awards for contributing a combined total of 5,574 hours to give visitors to the Arizona Memorial a better understanding of the tragic event.

They are: Richard I. Fiske, Louis Grabinski, John R. Haverty, Ernie E. Haynes, Robert Kinzler, Joseph J. Ritson and William C. Speer.

Ritson is the new president of Aloha Chapter 1, Pearl Harbor Survivors Association.

Four officers of the national organization also attended the memorial service: Tom Stockett of Woburn, Mass., president; Wallace Kampney, Syracuse, N.Y., treasurer; Hal Pickard of Florida, secretary; and David Bedell, Pittsburgh, Pa., vice president.

The ceremony ended with a gun salute by the Marine Corps Rifle Detail and Taps by the Marine Corps Buglers.

The people left, but flowers still floated on the water above the sunken *Arizona* where more than 1,000 Navy men and Marines are entombed.

## From the Editor's Desk . . . (Continued from Page 18)

When there was a request for reservations this past September so that we could secure the ship, we only received 250, we needed 755 to book this cruise. Our deadline was at the end of November 1985, so not reaching our goal of 755 the Four Aces Cruise Center had no other choice than to cancel the Hawaii Cruise.

I wish to thank all of those who gave their time in helping me with the project: Fred Wahl, John Dierks, Al Herriford and especially Don Everingham of the Four Aces Cruise Center.

All I can say fellows is we tried and thanks so much for your efforts.

Dear Ken:

Like so many other members of PHSA, for the last four months or so I have been watching, reading, and listening to the constant drivel spewed out by almost all the media regarding how terrible it was that the USA dropped the A-Bombs on the poor victims of Japan. While the smoke continued to pour from my ears, I bided my time awaiting to see what coverage would be given when December 7, 1985 arrived.

As usual, very little was said, just a passing comment on all the national TV networks, and with not a bit of blame laid where it belonged. Again, I just squirmed in my chair, but the crowning insult came late in the afternoon of today, once again, December 7. Of all things, the Army-Navy football game was played on December 7, and one of the sponsors was the Toyota Motor Co.

I know that CBS, especially, has peculiar leanings, and also that the bottom line of all things today is green, for money, but I do feel that the PHSA Organization should send some sort of official protest to CBS. They at

least could wait until all survivors have passed on so we could be spared all our guilty feelings for being so belligerent and aggressive on a peaceful Sunday morning so many years ago.

Sincerely yours,  
JOSEPH A. KENT

Dear Shipmate Wally:

Ken Creese called from Lancaster and stated that you had a question concerning the terminology for the Commander in Chief of the Pacific Fleet. Fortunately, I was the flag secretary's yeoman in the flag office of Admiral Kimmel and saved copies of the "Announcements of the Staff" which were distributed to the fleet. In 1941 it was "Commander in Chief, U.S. Fleet" or CINCUS. Soon after Admiral Nimitz took over the fleet in 1942, it became "Commander in Chief, U.S. Pacific Fleet." We then had Admiral King as Commander in Chief, U.S. Fleet or COMINCH with a CINPAC and a CINCLANT under him. Later, as the war in the Pacific escalated and moved west, CINCPAC became Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Area or CINCPAC-CINCPAC. I hope this answers your questions. Oh yes, as an enlisted man in the flag office I was in the Flag Allowance of the Commander in Chief and later as an officer I was on the staff of the Commander in Chief. There was that distinction.

This is for Ken, I am sending him a copy. Since the controversy in the *Gram* concerning who was responsible for December 7 Pearl Harbor, and following my letter to the editor, two items have been published recently backing my letter up. One, and the best, is RADM E. T. Layton's book "And I was There" is now available in PXs and should be read by every PHS to know the truth of what

caused the tragedy we all suffered through, and the other in the PARADE section of most papers under Walter Scott's Personality Parade, which states that charges of negligence against Kimmel and Short in the 1942 commission were found groundless by an investigation by the Army and Navy in 1944. This was later followed by a congressional committee report that held Kimmel and Short blameless. Adm. Layton was staff intelligence officer and I was the flag secretary's yeoman with Admiral Kimmel and stayed on through the war until 1945. I left as officer in charge of the flag office. Neither of us could have written a book until all the information had been declassified. I am so grateful that he did. He must have died before it was published because when I stopped off to see him in April of 1985, his wife said he had passed away two days earlier.

I have greatly admired the work of Ken and join with all others in feeling sorry that he is giving up the editorship. Would suggest the new editor be advised that when he finds many letters being written on a controversial subject that he take the best of the pro and con and publish them. In that way both sides would have their views published to minimize ill feelings.

Regards,  
PAUL A. WILLIS, CWO,  
USN, Ret.

Question: *Did President Franklin D. Roosevelt know beforehand that the Japanese were going to bomb Pearl Harbor on Dec. 7, 1941? If so, why didn't he move our ships? How did that story get around?*  
—C. L., Philomath, Ore.

### Information Sought

Tom Welch of 686 Eastland SE., Warren, OH 44484, or phone (216) 369-5923. He is seeking information on his brother, S/1st class William Edward Welch, who was aboard the *USS Oklahoma* on December 7, 1941.

Anyone who knew his brother, Edward, please contact Tom Welch at the above address.

Answer: Roosevelt did not know beforehand the date or targets of the Japanese attack. Charges of negligence against those responsible for the defense of Pearl Harbor resulted in a 1942 commission accusing Gen. W. C. Short and Adm. H. E. Kimmel of dereliction of duty. In 1944, however, the Army and Navy announced that no grounds existed for the courts-martial of those officers. Two years later, a Congressional committee report held President Roosevelt blameless, absolved Kimmel and Short but censured the War Department and Department of the Navy. The story FDR knew of the impending attack on Pearl Harbor and permitted the loss of American lives, property and ordnance is either a canard advanced by Roosevelt-haters or an error of the unknowledgeable.

Dear Ken,

Perhaps I have achieved a precedent here in the state of Minnesota in honoring the issuance of our federal charter. Let me explain. The governor's office is going to issue individual certificates, I believe, for each and every survivor of the state of Minnesota — at least that's the game plan at the capitol!

All of this to honor us at the time of the granting of the federal charter. The honorable Senator Inouaye's staff people helped provide me with information so I could help the governor's staff structure the

(Continued on Page 22)

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"If you have moved and your **GRAM** was not forwarded to you, please write the Editor and enclose 71 cents in stamps and that issue of the **GRAM** will be sent to you, as long as the supply lasts."

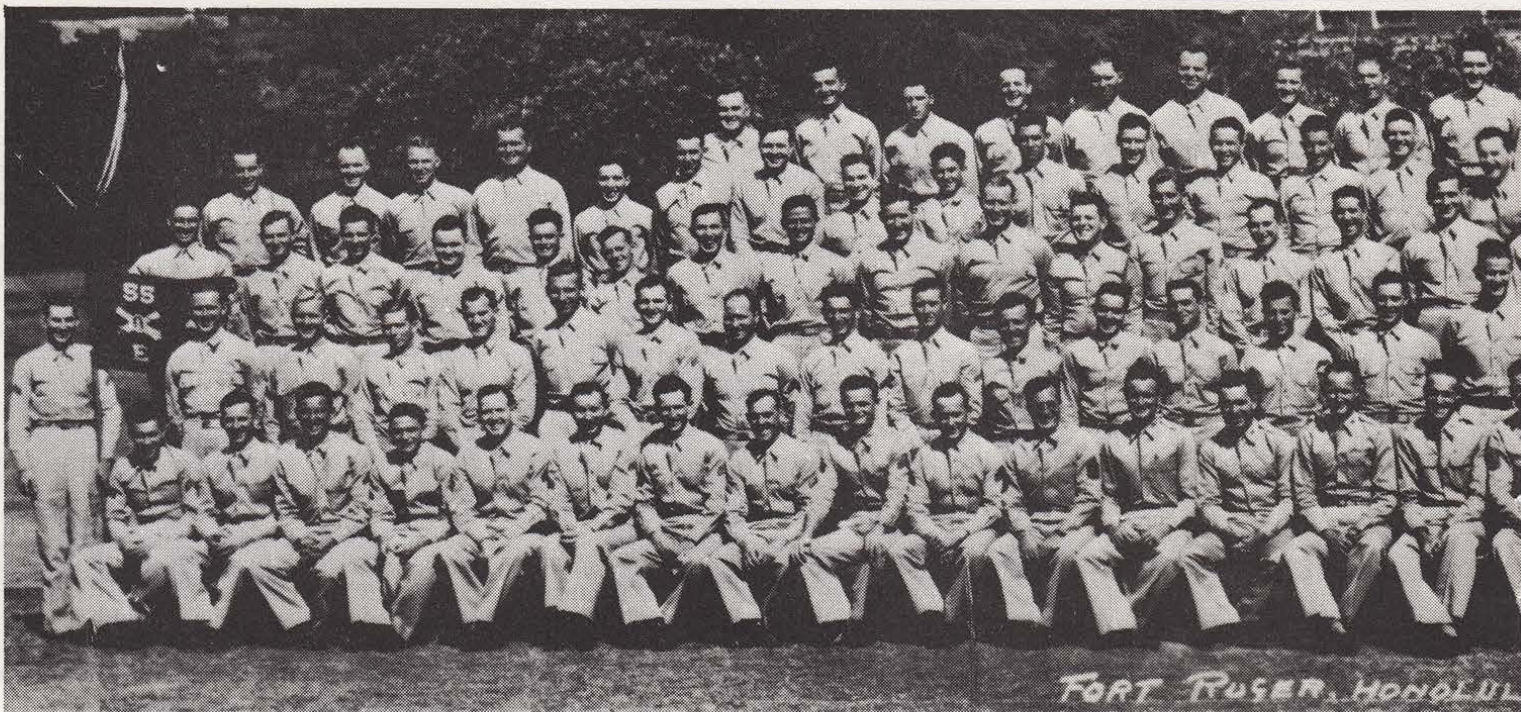
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When moving and changing addresses please send the information to the National Treasurer, Wally Kampney, P.O. Box 6335, Syracuse, NY 13217.

Wally Kampney,  
National Treasurer

### NOTICE TO CHAPTERS

Since we now have our national charter, we have to make annual reports to Congress. Therefore, it's very important that you send in chapter reports as required by Blue Book up to date roster of chapter officers and at least two copies per year of business meetings held.



Lloyd B. Biggerstaff, who submitted picture of Battery "E" to the *Gram*, would like to hear from as many of the troops who would care to get in touch with him. H

# Battery "E" 55th Coast Artillery

Captain Urban J. Hes  
1st Lieut. Duane W.  
1st Sgt. Harold B. Ba  
Staff Sgt. Jake Gross

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Sgt. Richard E. Davis

### Battery Clerk

Pfc. Edward W. Wilson

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Sgt. John A. Unzicker, Jr.

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Frank D. Wallin

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William A. Conner  
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John Gherken, Jr.  
Harold E. Kearns  
Edward M. Nadolsky  
Thomas M. Roberts, Jr.  
Tomes L. Smyth  
Henry D. Vincent  
W. J. Walker

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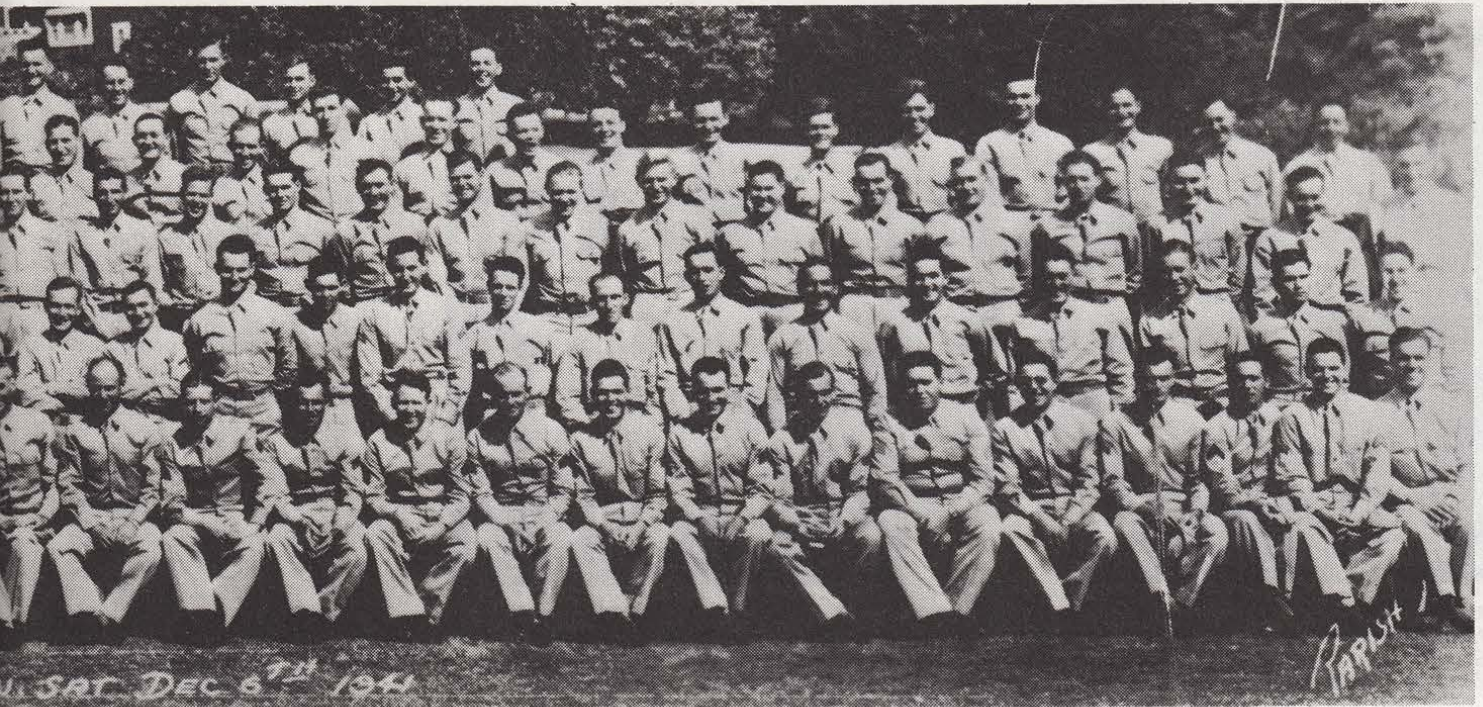
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Jack Benson  
Sydney Berman  
Alfred E. Bienvenue  
Charles R. Campbell  
John J. Casey  
Oakie C. Clark  
Adam R. Denarski  
Robert F. Dill  
Henry Eisenschmidt  
Willard V. Ellegood  
Kay J. Erikson  
Robert L. Gates  
Otis L. Glamore  
Francis E. Goth  
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Edward G. Rody  
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Nathan B. Smith, Jr.  
Herman G. Turnage  
Joseph M. Wilczynski

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John H. Campbell  
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Melvin D. Doyle  
Joseph C. R. Ducharme  
Patrick S. C. Duffy  
Mike Dunkoe  
Pierce D. Gardner  
Clifford E. Grover  
Carl R. Hansen  
Hutson Hatcher  
Samuel J. Hirsh  
Seymour A. J. Hisiger  
George N. Jones  
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Fridolin V. Karp  
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Robert R. Arp  
Robert K. Clark  
Anthony E. Congero  
Ralph C. Coulter  
Melvin S. Crist  
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Arthur J. Duchaine  
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Kenneth C. Farischon  
Thomas J. Flaherty  
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Guy Fredo, Jr.  
Aniello M. Fruscello  
Gerald G. Graham  
David J. Griffith  
Robert G. Hand  
Carlo Iacoboni, Jr.  
Boyd L. Jensen  
Robert P. Johnson  
Elwood M. Kates  
John P. Kelly  
Joseph Obremski  
Clarence W. Robbins

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Technical Sgt. William Freund, Jr.  
Staff Sgt. Elwood J. Becker

**Sergeants**  
Tiburcio Coria  
Peter Galedridge  
Carl J. Ranta  
Paul N. Zilliankoff

**Corporals**  
Leoncio Histo  
Maximo Viray

**Privates First Class**  
Pedro Avillanoza  
Edward R. Bailey  
Lorenzo Bautista  
Agustin Benito  
Frank Brown, Jr.  
Victoriano Carambas  
Carl B. Christenson  
Eladio S. Cruz  
Magnus T. Davies  
Pablo Dela Pina  
John N. Gjerulff  
Heraclio Guevara  
Roger E. Hall  
Hugh B. Hill  
Basilio Icarangal  
Osmundo A. Malimban  
Doroteo Porras  
Pablo Tan  
Carlyle A. Wentz

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Lawrence L. Ash  
Harry J. Faisst, Jr.  
Ralph H. Kimball  
Jack N. Paulison  
Henry J. Reily  
Dominick Schiavo  
Robert J. Skolsky  
Seymour M. Ziering



These survivors still remember. Governor Joe F. Harris signs the proclamation declaring Dec. 7, 1985, as "Pearl Harbor Remembrance Day" in Georgia. From left to right: Charles Trollinger (USS Maryland); J. Paul Strickland, Jr. (USS Helena); Governor Joe Harris, Georgia; Herbert A. Bush (Army Air Corps, Wheeler Field), also Georgia state chairman; and Cecil "Buzz" Butterworth (USS Pennsylvania).

**From the Editor's Desk . . .** (Continued from Page 19)

wording of the certificates. Now my friend, Alvin Dins of Monesson, Pennsylvania, hand-made the model of the *Arizona* memorial you see in this photo. He made it just for me to honor the work I do to perpetuate the historical record and keep Pearl Harbor alive!

I displayed the model on the altar of the famous chapel at Fort Snelling here for dual services, one on Dec. 7 and one on Dec. 8. You see members of the Twin Cities Chapter standing behind the model in the famous chapel, perhaps the only historic chapel to display a permanent stained glass window to honor Pearl Harbor survivors.

The photo of the model (to honor wonderful survivor Alvin) shows my display at the Governor's Reception Room in

our state capitol where many people came to see the display and talk with survivors. (The little figure of a sailor, sitting on a dock piling at 1010 dock, holding a cup of coffee, is typical of some of the miniature sculptures I often make.)

Words cannot express my gratitude to a survivor like Alvin Dins who so honored me and the other survivors by presenting me with that model. He made three, actually. One you showed in the last issue of the *Gram* being presented in Florida. The other resides in the offices of the Navy in Washington, D.C.

As to the services at Fort Snelling, most dramatic when Taps is being played, we snuff out a candle for each survivor in Minnesota who has passed on.

Bob Hudson



**VA Sending Letters**

The Veterans Administration is sending thousands of letters to delinquent debtors informing them that unless efforts are made to pay overdue VA debts, their federal income tax refund may be reduced or denied altogether.

"Unless you take action to liquidate this debt, we intend to refer the debt to the Internal Revenue Service for collection. Any federal income tax refund to which you may be entitled may be offset in full or partial satisfaction of this indebtedness," the letter says.

The letter also provides a nationwide toll-free telephone number for making arrangements to repay the debt. The number is 1-800-626-2912. Minnesota residents may call 1-800-692-2121.

Individuals have 60 days from the date of the letter to clear up any outstanding debts or make suitable payment arrangements before their name is referred to the IRS.

The refund offsets were authorized by the Deficit Reduction Act of 1984.

**GI Life Insurance**

The Veterans Administration has announced an increase in the maximum amount of Servicemen's Group Life Insurance (SGLI) from \$35,000 to \$50,000.

The increase, effective Jan. 1, 1986, is automatic for active duty members of the U.S. Armed Forces. In addition, all reservists, whether protected under full or part-time SGLI coverage, will be automatically covered by the increase.

The automatic increase does not apply to retired reservists with SGLI coverage. These individuals have until Jan. 1, 1987, to apply for the additional coverage.

Coverage under the Veterans Group Life Insurance (VGLI) program has also been increased by the same amount and is now extended to members of the Individual Ready Reserve and the Inactive National Guard. Eligible individuals may also have reduced coverage in the amount of \$10,000, \$30,000 or \$40,000.

The monthly premiums for SGLI/VGLI coverage will remain at present rates. SGLI costs eight cents per \$1,000 coverage, or \$4 per month for the full \$50,000. The VGLI premium for individuals 34 and under will stay at 17 cents per thousand, or \$8.50 per month for \$50,000 coverage. For individuals 35 and over the VGLI premium will remain at 34 cents per thousand or \$17 per month for \$50,000 coverage.

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NOTICE TO STATE CHAIRMEN

All newly elected or appointed state chairmen who have not sent in your acceptance letter, please do so. Also, we need the telephone numbers of all state chairmen. Please send in at your earliest.

G. Hall Pickard  
National Secretary

# Infamy in Retrospect

By **BILL FREDERICK**  
*USS SUMNER*

Coming from an era when "Mitsubishi" and other big Japanese industrial names meant only "General Quarters" and/or "Open Fire!" one gets a little up to here with what they represent in this present age of enlightenment.

We are inundated with screaming automobile commercials coming through the Tube during prime time telling us how superior Japanese vehicles are to those made in our good old U.S.A. Our postman brings us any variety of fat catalogues and fancy brochures telling us to buy Japanese; how superior, how dependable, how more economical their products are. To compound the pitch, trade magazines and special segments by learned TV media sources espouse Japanese management and industrial know-how, subliminally shaking their fingers at us while praising the loyalty and dedication of even the lowliest of Japanese workers as if to say, "See, America, what you lack!"

And sadly, we buy it! And we buy, and buy, and buy!

In these years of WWII anniversaries, come now the bleeding hearts. News items and special exposes suddenly point accusing fingers at us from yesterday — suddenly we are the bad guys for dropping the A bomb! Poor Harry Truman's motives are now seriously questioned for giving the green light to drop the Big A! Or at its kindest, for dropping the Second One. All kinds of experts (some still in diapers way back when) are coming forth publicly explaining how it could have, or should have, been done. Some-

where in their language I get the feeling we did it all wrong; that we were supposed to be a little kinder to the poor Japanese during World War II; that they were really misguided and are, after all, a kind and gentle people who were dominated and deceived by their warlords who really should have known better.

Somebody, somewhere, recently quoted another learned in-depth study to explain why the Japanese were, in fact, dumb enough to attack us and hope to win. Basically, they thought we were (*now hear this*) a weak nation! For three reasons: 1. the Congress had barely passed the Draft Act by only one vote; 2. our Army was on maneuvers in Louisiana armed only with wooden guns; and 3. our Navy was hogtied by lack of funds, and, at best, antiquated.

None of these pundits have mentioned or even tried to recall the Japanese Imperial Edict of ruthlessly conquering all of the Far East, while their friendly brother with the two-bit mustache was out to get all of Europe under the guise of "lebensraum" — living space.

A sodbuster editor in the cowtown of Polk, Nebraska, chortles with glee in his Fourth of July editorial "Terrorism" in his hometown blatt, the *Polk Progress*: "... The United States is the only nation that has exploded a nuclear bomb in anger and killed civilians by the tens of thousands. At the time we claimed necessity. Now we know it was the greatest act of terrorism on the planet Earth!" Let's nominate this dude for at least the Pulitzer Prize — he's a bloody genius! Come on now,

you want to write about terrorism? Let's talk about the terrorism of a sneak attack — *in peacetime* — a couple of thousand American sailors being blown to bits on the *Arizona* alone. Let's talk about the terror of the guys inside the capsize *Oklahoma*, defenseless, alone, trapped and waiting to die (in peacetime). Let's talk to the survivors of the Bataan Death March about terror, or those left behind on Corregidor huddled in bunkers and being "mopped up" at point blank range with flame throwers. Let's write about terror, lest we forget, of American POWs packed like sardines in unmarked Japanese freighters, bombed and torpedoed by our own planes and subs who, contrary to the Geneva Convention, had no way of knowing their shipmates were aboard. Try packing *that* into your bleeding heart wildest imagination and see what kind of nightmares you get back!

Let's talk about the terror of us who survived — fishing the dead, and not so dead, from the oily muck and fuel-oil slime of Pearl Harbor; of fighting back with a lot of obsolete stuff left over from other times (half of *Sumner's* three-inch shells started exploding before they left their barrels). Write me about a great "Act of Terrorism" (be sure to add *in peacetime*) of a harbor full of dead ships, sunken and burned, while the widowers were supposedly still engaged in "talks" in

Washington.

And tell it all on the Fourth of July — or better still, December 7 — forevermore.

An interesting item shown by an ever-watchful and all-knowing TV correspondent was the footage of Japan Airlines' president bowing in abject apology to each of the kin of the 520 crash victims of last year's air disaster, adding "... as is the Japanese custom ...!" Frankly, if that is the custom, I cannot recall it being exercised toward the kin of those American and Allied servicemen who gave their lives to stop the Japanese Imperialists. Nobody ever said they were sorry.

Comes now the real soul-stirring clincher in the July 1985 issue of the *Pearl Harbor Gram*, "Attack Pilots Visit Pearl," with a photo of their group and also their individual stories of how they did it! (By some quirk of fate, or editorial expediency, below the article were statistics of the number of our guys who bought the farm in WWII.)

My immediate reaction to the article was hurt, chagrin and anger. We got Pearl-Harbored again! Like the first time, they sneaked in! Quote from the article: "... we were caught unawares (*sound familiar?*) because they (*the attackers*) were noted only as 'Japanese pilots' on the special visitors calendar, with no indication they were Pearl Harbor attack veterans."

Personally, and in respect for the memory of our shipmates who rest in the Punch Bowl, I don't give a damn who these

(Continued on Page 24)

## "VICTORY AT SEA" (T.V. SERIES)

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From left to right, front row: Commander Craig M. Kennedy, an honorary member of Wisconsin Chapter 1; The Honorable Robert M. Curley, retired circuit court judge; Fifth District Director Joy Finnern; and Wisconsin State Chairman Robert Glamm. In background is Post 449 Legion of Song.

# Was Arizona Ever Hit By Torpedos?

That question has nagged many people for years as it still is unanswered, and we may never know the actual truth.

I, personally, do not think the *Arizona* was ever struck by any torpedoes in the attack upon Pearl Harbor, December 7, 1941. Finding opposition to my beliefs, I interviewed and corresponded with hundreds of survivors to try to get the answer. I also went to Hawaii and interviewed the Navy divers who explored the hull of *Arizona* in a survey.

With this article, I offer the readers of the *Gram* my findings and results of substantial research and, therefore, leave each of you to draw your own conclusions as I have.

It is not my intent to doubt the word of anyone, and I do not wish to offend any fellow survivor — I have simply searched for the truth available to me.

First of all, we should consider that the newly designed Japanese torpedo was designed to run at an extremely shallow depth!

The Japanese torpedo used in 1941 was type 91 and, with modifications, the explosive charge had increased from 330 to 450 pounds plus anti-roll stabilizers first adopted. Launching speeds and altitudes varied from 100 to 250 knots and from 50 to 1000 feet. Japanese planes were modified to suit the torpedoes — not the torpedoes to suit the plane! I recommend reading the declassified

report, U.S. Naval Technical Mission to Japan, dated March 7, 1946. Included:

- a. Intelligence reports, targets Japan;
- b. Chief, Naval Technical mission to Japan;
- c. Target report — Japanese torpedoes and tubes — aircraft torpedoes.

Consider, a man who was stationed high on the mast of the *USS Nevada*, on a searchlight platform. He had an excellent view of the attack. *He never saw any torpedo plane attack the Arizona.*

One torpedo that struck the *California* created a hole that was enormous and penetrated the hull some 50 feet!

Archives photos of torpedo damage to ships shows clearly enormous holes in the hull — *Many of which show damages above the water line!*

A video tape was made in which Japanese pilots from the attack were interviewed aboard the memorial upon a visit there in 1983. I have a copy of that tape recording and, with the assistance of a Japanese professor, we examined every word spoken in both English and in Japanese and — although the pilots were quick to point out which battleships they personally attacked — *There was no mention whatsoever about the Arizona!*

I ask you to remember that the records show, because of a misunderstanding on the part of

the attacking Japanese pilots, bombers attacked first and not the torpedo planes! The *Arizona* was completely destroyed very early by bombs. I cannot imagine any well-disciplined pilot attacking a ship that had already been destroyed! Particularly when there were so many targets available to the torpedo planes. Question: "Why would a torpedo plane drop torpedoes at the *Arizona* when she was already on the bottom and totally destroyed?" (*USS Vestal* was certainly not a prime target with an entire row of battleships for targets!)

May I recommend to those interested, purchase and read: ship's data — Leeward Publications — *USS Arizona* (BB39). The principle references are: The National Archives; Navy Department archives; Navy Department Library; Naval History Division; Department of the Navy. "That's some credentials, my friends!" page 34; Loss of the *Arizona* caused by aerial bomb, page 36; *Arizona's* draft was 33 feet, page 37; *Divers of the Navy found no torpedo damage around or below the armor belt* — accepted fact that no torpedo hit the *Arizona!*

It appears that *Arizona* escaped torpedo damage during the initial torpedo attack — a time frame of four to five minutes. All bombs that fell and hit *Arizona* were between 0815 and 0820.

Four hundred movie strip photos were taken — the first 45 pictures show no damage to *Arizona!* Navy divers found the

hull of *Arizona* to be intact shortly after the attack on Pearl Harbor. The most recent archaeological survey by divers has found no evidence of torpedo damages but the lower hull is now settled in the mud and perhaps some damages may have been lost to searchers because of the extensive damage of the magazine exploding.

**SURVIVOR** (On board *USS Vestal* during attack) — "Nobody I talked to actually saw any torpedo."

William L. Johnson

**SURVIVOR** (On board the *Vestal*) — "My brother and I watched a torpedo plane drop a torpedo at us but it passed under where we were standing and never exploded. Must have been a dud! The torpedo we saw must have buried in the mud!"

Gorden Fahlgren

**SURVIVOR** — "Divers photographed a huge hole in the hull of the *Arizona* in her port bow below the waterline. The local paper printed the picture and that proves *Arizona* was hit by a torpedo!"

Maurice Patton

**SURVIVOR** (Quote from article in *Sea Classics* magazine) — "McMurty ran topside and watched a torpedo aimed at the *Arizona*."

J. V. Lewis

**SURVIVOR** (*USS Vestal*) — "I agree. The *Arizona* was never hit by torpedos! Several of us stood on the bridge and watched all of the torpedo planes! If torpedos had hit the *Arizona*, the

(Continued on Page 25)

## HISTORIAN

One doesn't think of too many Vietnam Veterans turning historian and collector; especially of early WWII, but with myself it happened that way. Even before Vietnam, my interest and desire to collect and educate others on Pearl Harbor was kindled. It's been with me for years now.

The Wichita Militaria Collectors Club holds its annual Militaria and Relics Show On May 23, 24, 25, 1986, Broadview Ramada Hotel, 400 West Douglas St., Wichita, Kansas. Among many displays and exhibits, one will stand out as a tribute to many PHSA members. PEARL HARBOR REMEMBERED, about 30 feet of display devoted to the armed forces who faced the air attack that fateful morning, includes memorabilia, numerous articles of the period, paintings, pictures, and music of the 40s. Memories will come to a few and a lot of history to the young who view the display. Joining me at the show and it is an honor to have them, PHSA members Joseph Bangles (*U.S.S. San Francisco*), and Bill Boyd (*U.S.S. Oklahoma*). I would enjoy seeing other PHSA members come and visit the show if you're in the Wichita, KS area. All are welcome.

James Denison

## Infamy Retrospect . . .

(Continued from Page 23)

guys were! I don't want to know which one of them hit the *Arizona*, or the *Oklahoma*, or the *Nevada*, or any of them. I couldn't care less who they are, what they look like, or even what their feelings or attitudes are after four decades. I don't give a damn about any of that whole task force involved in the attack, and what's more, to bring it back into the future, I don't want to know just what those senior marketing executives of the new Mitsubishi's proliferating our country with their ah-so superior products and

management were doing in World War II. You *know* they weren't involved in any of their atrocities; same as finding any Germans who did their nasty things in Europe — they disappeared also.

As Pearl Harbor survivors — and any other American who wants to take the time to remember — in deference to and in honor of our departed shipmates, let's keep it right where it belongs — A Day of Infamy!

Some things you never forget. Some things you never forgive!



## Arizona . . . (Continued from Page 24)

terrific force from the explosion would have burst seams out of the ship and that did not happen!"

John Birmingham

**SURVIVOR (USS Vestal)** — "I saw a torpedo pass under our stern and hit the *Arizona*. The second torpedo hit shortly after."

Arnold Dauer

**SURVIVOR (In motor launch near Arizona)** — "Until the bomb blew up the *Arizona*, she seemed to be okay."

Harry Simoneaux

**SURVIVOR (Off Arizona)** — "I saw at least three torpedo planes attack *Arizona*!"

Russel W. Warriner

**SURVIVOR (USS Vestal)** — "I saw one torpedo for sure pass under our ship and hit the *Arizona*. The Japanese fish were set to run at a depth of 20 to 25 feet. That morning the *Vestal* was drawing only 19 feet!"

Harold Robertson

Raymond J. Schneider  
Rear Admiral, U.S. NAVY Ret.

I offer here the entire letter sent to me by the Admiral who happened to be an ordnance and explosives expert; read his evaluation from the perspective of an ordnance expert and as an observer! Everything Admiral Schneider reports is pretty much proven to be correct by the summary of the explorations of the hull of the *Arizona* recently at the Memorial.

Lastly, I talked at great length with an officer who was four decks below on the *Arizona* and wound up in gun turret number three during the attack; he is of the opinion that the *Arizona* was not hit by any torpedos!

Well now, I hope all of my research in this matter has been appreciated, if not agreed with by some. To conclude, I remain sure the *Arizona* was never hit by any torpedoes. There is just too much evidence to support what I believe.

Again my friends and fellow shipmates, "DRAW YOUR OWN CONCLUSIONS."

Robert S. Hudson  
USS OGLALA

Bob Hudson  
1810 Hayes, N.E.  
Minneapolis, MN 55418

Dear Bob:

I saw your letter on question of torpedo hits on *USS Arizona* at Pearl Harbor, 7 Dec. 1941, and thought I might be of some slight help in your research. I tend to agree with you that she did not take torpedo hits.

I was First Division officer of *USS Detroit*, moored to keys on Ford Island directly opposite, across Ford to *Arizona*. The torpedo phase of the attack was over; *Raleigh* and *Utah*, moored in that order behind us, had both taken torpedo hits. I was organizing our AA battery and preparing the ship to get underway.

I happened to be looking directly at the *Arizona* during the high-level bombing runs of the Japanese and saw bombs fall into BB row. We, ourselves, were missed completely though *Raleigh* took a bomb hit on the fantail. Shortly after, still staring directly at *Arizona*, I saw her # 2 turret project vertically into the air, rising 2½ to three times her foremast height. The turret lifted off with its main spindle and lower deck rings intact, and a horrible sight of men falling off the deck rings as it rose up; a sight engraved into my mind to today yet.

This was a propulsion type burning, obviously fueled by the powder magazine; not a high-order explosion from the war head of a torpedo or sympathetic explosion of the main-battery shells loaded with explosive "D." I believe the bombs penetrated between the bridge structure and the back of the turret down into the powder magazines surrounding the barrette, which would act as a cannon barrel to expel the turret. A high-order explosion would have collapsed the deck rings before the turret ever left the ship and I would have seen all sorts of metal debris flying instead of just the turret itself, intact.

Also, torpedo hits would have vented the hull badly on the starboard side and the ship would have listed severely. No sign of

such listing was noticed. Said vents would also have vented the propulsion type burning of the magazine sideways resulting in much less power available to propel the turret so high.

Admittedly, this is not much in the way of positive information. However, it is equally good eyewitness info as the story that torpedoes ran under *Vestal* into *Arizona*, which I am inclined to suspect as a highly improbable event.

Impacts on *Raleigh* and *Utah*, over on our side of Ford Island, would suggest that the fish were running at 20 feet depth or so, or they would have run under *Raleigh* into the beach behind the keys to which she was moored.

A torpedo intended for *Detroit* ran ahead of our bow into the mud bottom off our forward key and failed to explode — this one was later recovered for analysis.

Other things being on my mind these many years, I have never thought about whether the *Arizona* turret was ever located and recovered but it should have been close by to the *Arizona*'s berth in the fairly shallow water, which I doubt was over 40 feet.

Torpedo hits on the other BBs

that morning showed that large, 40-foot or so holes were blown in the sides, and if *Arizona* had four or five of such holes, she would have listed severely and quickly — and my memory is that after the forward explosion, she settled rapidly and almost straight down.

Though in later years I became an aviator and aeronautical engineer, I was a main battery officer and intensely interested in ordnance — remaining so in my aviation career, eventually becoming the chief weapons/missile officer of the Bureau of Weapons before attaining flag rank. What I hint at here is that while not a full ordnance specialist, I think I am reasonably credible at recognizing the differences between propulsion-type explosions and those of high-order, low-order and deflagration properties which are characteristic of true high-order warhead and bomb loadings.

Good luck in your interesting research.

Best regards,  
Raymond J. Schneider  
Rear Admiral, U.S. Navy, ret.

**Editor's note:** Admiral Schneider passed away this past year. We of the First Division during the attack will remember him always. He was an outstanding officer.

Our group of 29 Pearl Harbor Hospital Navy Nurses held a reunion in 1971 at which time there were 16 present from all over the United States from coast to coast, with notes from eight of the nurses that they could not make the reunion. Another nurse was in the hospital at the time and three of them were deceased.

Since that time, we have compiled the yearly notes into one big "newsletter" which we send out to these nurses each Christmas.

This past year, 1985, it was changed. We asked for birthdays of each nurse, sent a "calendar" of the birthdays to each nurse, so now we are all sending birthday notes to each one on their birthday.

So now each nurse receives 21 notes on her birthday, saying hello or "I'm still here and hope you are well . . ." Of these original 29 nurses, we have 22 left, as seven have passed away.

As noted in the "Remember the Dead" on page 12 of the January 1986 issue of the *Gram*, we were quite shocked to see Winnie Palmer's name on the list. She is very much alive.

The mistake might have occurred when Winnie's husband passed away and all mail was returned to sender, noting deceased. Winnie has remarried and is now Mrs. DeWitt and living in New York. Thanking you if this matter could be straightened out and corrected.

Rosella (Nesgis) Asbelle

**Editor's Note** — Rosella, it has been corrected, with the National Office being notified to make this correction. It was their error, just as you stated above.

# The Luckiest! Dean Darrow

**Of all the lucky fellows who survived Pearl Harbor, I like to believe that I'm the luckiest. Let me tell you why.**

When the attack came on Dec. 7, 1941, it caught me with my pants off, literally. I was standing in front of my locker, trying to decide which pair of white pants to wear ashore to go on a Christmas shopping trip when all hell broke loose. In one way, I think we were lucky, compared to the loss we could have sustained in men and ships if we had been caught in deep water like the English fighting ships that were sunk in the South Pacific two weeks later.

My naval career had started out in what my friends called an act of complete and utter stupidity. Yes, I joined the regular navy for six years in September 1940 to keep from being drafted into the army for one short year.

After completing basic training at Great Lakes, a complete train load of us apprentice seamen were herded to Washington state to be absorbed into the innards of three huge battle wagons waiting in drydock at Bremerton. We felt like old salts

already when we hit solid ground again after a very rough crossing from Seattle by ferry.

While waiting on the dock to board the *USS West Virginia*, some of us discovered the bellying wasn't coming from a big old bull seal at all. It was a big overstuffed bosuns mate, yelling commands at a bunch of bewildered "boots" who had chosen the "Black Gang" 2nd division (gunnery, radio, yeoman, electrician and so forth).

"And what do you want?" he roared at the few of us who were left.

"To go home," I said under my breath.

Two of us who had graduated from high school were assigned to the fire control group. "Okay," I thought, "so I'll learn to put out fires." But I soon learned that my duty consisted of keeping coffee cup rings and dust off the large gunnery equipment in the plotting room.

Something else I learned real quick was to keep my mouth shut. It happened when the gunnery officer, division officer, fire controlman and several rated personnel invaded the

room one day, trying to find the problem in one of the stable elements.

From my vantage point high on a tracking stool, I could see the head of a screw caught in a gear. I hadn't been in the Navy long enough then to know that a boot never — and I mean NEVER — tells a CPO anything.

"Hey Chief," I blurted out, "I see your trouble."

Through pursed lips and squinted eyes, he roared back, "Whathinhell do you know about anything?"

Pointing to the trouble, I said, "There's a head of a screw caught in the gear."

By the time I had my second class seaman's stripe on my sleeve, I was the only sailor in San Diego Navy Base Fire Control School who was not at least a 3rd class fire controlman. I passed my 3rd class rate exam and had to wait two more months until I had my year in before I could receive my rate, wear my "crow" and get my pay increase to \$72 a month.

The first call that came over the P. A. system the morning of Dec. 7 was, "Away fire and res-

cue party." Someone had reported a ship on fire in the harbor, but it was only a micro-second later that the clang clang of the klaxon, the bugle call and the scream over the horn told us, "This is no drill! All hands to general quarters!"

I slammed my locker closed, leaving my \$80 Christmas money inside. Since I was now a rated man, my battle station was the port anti-aircraft director topside, and that's where I headed. We caught the first torpedo port side. It wasn't until I got to the director that I realized my entire uniform consisted of shoes, socks and shorts.

When the next "fish" hit, a geyser of water drenched the personnel who were readying the director for action. Somebody, and I wish I knew who, handed me a kapok life jacket which probably saved my life.

After a few more torpedo hits, we realized we had no power. Leaving the useless director, we ran down to the gun deck. The only ammo we could get was in the ready boxes. I helped load that and fire it in the five inch anti-aircraft guns, hoping to hit at least one of the low-flying Japanese torpedo bombers. I don't know if we hit anything that flew, but I do know that with the shells set on proximity fuse setting, we did do some damage to our favorite liberty town, Honolulu.

Shortly after that, a bomb hit the galley. The concussion knocked me out and threw me off the boat deck into the water. The life jacket kept me afloat and I regained consciousness as I was being dragged over the gunnel of the liberty boat that was pulling sailors out of the water. Someone yelled "Duck!" and the lights went out again.

That was Sunday. It was Wednesday when I woke up in the base hospital retching from

*(Continued on Page 27)*



Northwest Florida Chapter 3 members at their annual Memorial and Remembrance Day Banquet in observance of the 44th anniversary of Pearl Harbor. Fifty persons were in attendance, including these chapter survivors.

We support the *GRAM*  
and the dedicated purpose  
of PHSAs, Inc.  
North Carolina, Chapter #1

## The Luckiest . . . (Continued from Page 26)

the sickening smell of ether in my nostrils. They had used it to clean the bunker oil off me.

I never did find out why I had been unconscious for three days.

They had taken frontal x-rays because of a small puncture wound in my back, but nothing showed. With so many serious burn cases and so many broken and shattered bodies to attend to, they didn't have much time to spend on a seemingly undamaged gob.

On Thursday, I was issued shoes, socks, skivvies, shirt and pants and was able to make it to the head on very wobbly legs. Friday and Saturday I helped serve chow to those who could eat. On Sunday the 14th, I was sent back to duty aboard the destroyer *USS Porter*.

Going from a battleship to a destroyer is like going from a tractor to a race car in the Indy 500. When the skipper orders "Full ahead" on the destroyer, the whole ship seems to lunge out of the water.

We steamed out of Pearl Harbor late Sunday afternoon, heading for an undisclosed destination. After the last channel buoy was well astern, the all too familiar klaxon sounded general quarters. The sonar man had picked up several submarine contacts.

We made several crossing runs, dropping depth charges. With each explosion, the whole ocean seemed to erupt. The ship jumped, bucked, smacked down, and did everything but roll over. I knew just how a bronco buster must feel aboard his first unbroken bronc. Nothing I had experienced on the *West Virginia* was anything like this.

We never did learn whether we had hit or sunk anything.

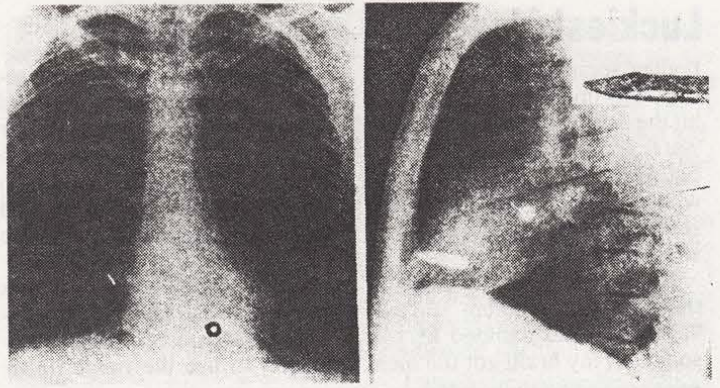
We steamed due west for days and were finally told we were heading for Midway. Being the newest fire controlman aboard, I was assigned the 4 to 8 watch in the 5" gun director topside. Our newest tool in warfare was a radar. In its infancy, the radar green oscilloscope showed a large blip followed by a lot of grass. If a target was in range, another blip appeared along the range scale. The size of the echo blip was an indication of the target size.

One night a blip appeared at 8000 yards dead ahead and right in the path of the setting moon. Through the range finder there was nothing visible to the horizon. It could have been a bounce off the moon except the range was decreasing at a rate equal to our speed. We tracked the ghost target to minimum range, rotated the director 180 degrees and tracked it out to 8000 yards and it disappeared. I still wonder what it was we saw.

On the last night out before arriving at Midway, the radio-man received a message that an unidentified sub had surfaced off the harbor, then disappeared. You guessed it! That's when our sonar gear decided to crap out. We spent the rest of the night at GQ expecting at any second to see a torpedo wake approaching, followed by a thunderous explosion, but our luck held.

As we steamed into Midway Harbor and docked in the morning, the sub surfaced and followed us in. It was one of ours. They had received the same radio message we did and, not knowing what was coming their way, they decided to lay on the bottom until they were sure it was safe to move.

Christmas dinner on Midway Island was in the works. Every-



X RAY

thing from roast turkey to pumpkin pie and all that was missing was home and family and all the things that really make Christmas, but even under those wartime conditions, the Navy did all it could to make it up to us.

We discharged the cargo, whatever it was, and headed back to Pearl Harbor with all systems working. Back there, we took on fuel and provisions and headed south, escorting an inter-island steamer loaded with construction workers who were the forerunners of the Sea Bees. Every morning we pulled alongside and resupplied them with water for drinking and cooking. Their vessel was unable to convert sea water to fresh, which meant they had to take salt-water showers with salt-water soap which made no lather and

felt like sandpaper.

Some of the construction workers were landed on Canton Island and we took the rest to Christmas Island to construct docks for future supply ships.

We anchored about a mile off shore in water so clear we could see bottom at 75 feet. It looked ideal for swimming and, after a lot of under-the-breath griping and bitching, the skipper lowered cargo nets on both sides of the ship and announced that all off-duty men could go in. "But hear this," he added, "if the siren sounds, get aboard IMMEDIATELY."

I dove off the fantail and had made it about halfway up the port side when the siren sounded. Suddenly that quiet, clear water erupted with half-naked

(Continued on Page 28)

### Enough is Enough . . .

Maurice Rider was probably the only one in the U.S. Navy on December 7, 1941, who could claim being on two ships which were sunk by the Japanese. He was aboard the *USS Panay* on the Yangtze River when it was sunk while he was on duty in the Asiatic Station.

He was awarded the Navy Cross for his action in the *Panay* attack. He was a survivor of the sinking of the *USS Arizona* at Pearl Harbor.

After retirement, he operated a bicycle business in California. Vincent Vlach LCDR, USN (Ret.)

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## Luckiest Man . . . (Continued from Page 27)

bodies scrambling and clawing their way up the nets. As my feet hit the deck, I looked back at the water and saw a whole flotilla of black fins closing in. Somewhere out there, the sharks had sensed our presence and had streaked in for a meal.

It was after this extra exertion that my real problem started. Whenever that damned klaxon sounded, my brain got the mes-

sage but my feet wouldn't respond and I'd wind up passed out on the deck. I was late for muster at my battle station so many times, I finally brought up my gear and a mattress and moved into the director. The life jackets served as pillows.

They brought up my meals and it wasn't too bad until someone on watch swung the director around to use the range finder

on something. Then it was like trying to sleep between the rails of a train track with a slow freight going by.

The ship's corpsman tried to find out what was wrong with me, but his only answer was battle fatigue, even though I hadn't seen any action since the attack on Pearl Harbor over a month previously.

When we finally returned to Pearl Harbor, I was transferred to the destroyer tender *USS*

*Dobbins* and turned in to their sick bay. Except for some hazy memories of being waked every noon for a meal, I was completely out of touch with the world for 10 days. When I rallied enough to stand up and walk, I was given temporary duty with the fire control gang aboard until the Porter came back.

This would have been real soft duty except that I developed an excruciating gut ache that doubled me up in knots. At the 1300 hour sick call, the ship's doctor examined me and after listening to my screams when he pushed down on my abdomen, he diagnosed my problem as appendicitis.

I was strapped into a stretcher, lowered by crane into a waiting launch and rushed to the hospital ship, the *USS Solace*, that was anchored in the quiet backwater of Pearl Harbor. By 1600, I had been prepped, given a spinal anesthetic and operated on.

I could hear the doctors talking all though the operation and when they had me cut open, I heard one of them say, "There isn't a thing wrong with his appendix but as long as we have him open, we might as well take it out."

At that time, recuperation from that kind of surgery usually started with 10 days of bedrest. About the time the anesthetic began to wear off, I had a terribly strong compulsion to use the bedpan. Suddenly, I realized what had caused my gut ache in the first place. Ten meals in 10 days and no trips to the head. I called for the corpsman, then I yelled, then I screamed, but he arrived too late. The last time I had messed my bed, I was about three years old but that wasn't anything like this! I was so humiliated, I could have died!

The second time this happened, they laced bedpans within easy reach on both sides of the bunk, until I finally gained control of myself. After my 10 days bedrest were over and I was free to roam the ship, I found out the two corpsmen who had been taking care of me had transferred to gunnery school.

At night, while lying in my bunk in comparative silence, I could hear my breathing and feel

(Continued on Page 29)



**PEARL HARBOR REMEMBRANCE DAY — 1985**

Members of Tidewater, Virginia Chapter Two Pearl Harbor Survivors Association, observe the signing of a proclamation by the Honorable J. Bennie Jennings of the city of Chesapeake, Virginia, to proclaim December 7, 1985, as "PEARL HARBOR REMEMBRANCE DAY" to all the citizens of that city. Resident survivors standing left to right are: Gerald E. Thompson, Ralph E. Daniels, James A. Tripp, Allan C. Peringer, Charles P. Wesley, Lloyd A. Sage and George M. Reid.

## Proclamation

**WHEREAS**, December 7, 1985, will mark the 44th anniversary of the attack on Pearl Harbor, Territory of Hawaii; and

**WHEREAS**, this anniversary is a reminder of the vigilance and preparedness which our nation must maintain; and

**WHEREAS**, we owe a great debt to those members of the Armed Forces who lost their lives in that attack, and also to those who survived and aided in carrying out their duties to the ultimate victory.

**NOW, THEREFORE**, I, J. Bennie Jennings Jr., Mayor of the city of Chesapeake, Virginia, do hereby proclaim December 7, 1985, as

**"PEARL HARBOR REMEMBRANCE DAY"**

in the City of Chesapeake, and urge all citizens to join with me and the members of the Chesapeake City Council in this expression of appreciation to the members of the Pearl Harbor Survivors Association for the sacrifices made in behalf of their country as they served so faithfully in defense of the freedoms which we continue to enjoy as American citizens.

**IN WITNESS WHEREOF**, I hereunto set my hand and cause the seal of the city of Chesapeake, Virginia, to be affixed hereto this twenty-first day of November, in the year of our Lord, nineteen hundred and eighty-five.

J. BENNIE JENNINGS  
MAYOR

# Luckiest Man . . . (Continued from Page 28)

my heartbeat. It was acting very strangely. It would go thump-thump, thump-thump, then a very long, frightening pause followed by a series of rapid flutters. When it didn't get any better, I began to get really concerned about it.

About this time, the *Solace* received a new complement of young doctors who were interested in everything that was going on. I was able to discuss my problem with one of them and question him about the possible cause of my three-day unconsciousness following the attack on Dec. 7, my blackouts aboard the *Porter* and my erratic heartbeat right then. He listened to my heart and ordered another X ray.

I walked down to the lab and several X rays later, front, back and both sides, I was sent down to the ward to wait while they were being developed. It was almost two hours later that a corpsman came on the ward, pushing a wheelchair and calling my name.

"Get in," he said when I protested that I could walk. "My orders are to bring you back in this chair."

Back in the lab again, I was strapped to a fluoroscope table and turned up, down and every way but loose. When my eyes became accustomed to the yellowish-green glow in the darkened room, I could make out the forms of several doctors who were staring, clearing their throats, humming, and making comments like, "I've never seen anything like this before!" Some of them just stood there staring, but they didn't tell me a thing.

When I got back to the ward, the sailor who occupied the bunk next to mine said, "Cheez! Are you still alive?"

I said, "I guess they can't kill you with X rays, can they?" Then I saw his eyes go over my head and focus on something behind me. He got up and walked out without saying anything. When I turned around, I knew the doctor who was standing there must have given him a signal to shut up.

He took me into his office and told me to sit down. Then he said the reason for the delay was they had sent over to the

base hospital for my records and the X ray they had taken after Dec. 7. He showed me the one they had taken at the base and the ones he had just taken.

**Lodged right there in my heart was a 7.7 machine gun bullet.** At the base, they had assumed the spot on the first X ray was a water spot. After all, no one could be walking around with a bullet in his heart, right?

When I realized he was telling me the truth, my first question was, "How come I'm not dead?" and the second one was, "How long do I have?" He didn't have an answer for the first one and his reply to the second one was that I'd probably outlast him. That seemed pretty reassuring until I found the *Solace* was headed for the South Pacific and the heart of the fighting in about 10 days.

I was transferred to the base hospital then, to await transportation back to the states. Hawaii was still a territory at that time. Every evening at sick call and bed check, we went through the same routine. A new doctor came in and asked how I felt. I always answered, "Pretty good," and he'd tell the nurse they might as well send me back to duty.

She'd say, "You can't do that! He has a bullet in his heart!" The doc would look at my chart, yank up my shirt, whip out his stethoscope, listen to my heart and then, with a red face, pass on to the next bunk without further comment.

I boarded the old *USS President Grant* along with other patients, evacuees, and kids and wives of service personnel for the voyage to San Francisco. The *Grant* couldn't keep up with the convoy, so we were left out there alone to make it back on our own.

It was a very long and lonesome trip before the beautiful Golden Gate Bridge loomed out of the fog and we knew we were home. It was the last part of March 1942 and we were the second shipload of patients to arrive at Mare Island Hospital from Pearl Harbor.

I was sent up to Ward 19 on the top floor, which was going to be my home for the next few months. There were 20 beds

filled with sailors and marines and we all had one thing in common, we had survived the initial battle of World War II.

The long nights were the toughest part to get through. When the ward was quiet, my mind kept going around and around all the questions, wondering if there was anything they could do for me, or if they were just going to let me lie around there until I flickered out.

Lt. Commander Emile Holman was the surgeon in charge. He said he would like to operate, but the decision was up to me. The bullet was putting a strain on my heart that was affecting the rhythm. Probably, in six months or so, the heart would stop beating.

When I asked him what my chances were of surviving the operation, he said he didn't know. **Surgery on the heart had never been done before.**

I had lost my dad in 1917, and my mother and brother in 1939, all from heart problems of one kind or another. Knowing that didn't make my decision any easier. I got pros and cons from everyone, in and out of the hospital. A bookmaker probably would have quoted odds of six to five, you pick either way.

Finally, I decided one chance in a million was still better than no chance at all and I told Doc Holman, "Let's do it!"

At 9:00 on April 17, they put me on a gurney and headed for the operating room. We made

one stop on the way, at the nurses' station. During all the time I had been there, it was those nurses, with their empathy and good-natured kidding, who had made the time pass more easily.

It was the nurse I had a crush on who gave me the shot. As she bent over me with the needle, I made her promise she'd go out with me if I survived. Well, what else could she do?

I was anticipating that date as I started whirling down the long, black tunnel into oblivion. Then slowly, in the dim light of the recovery room, I saw her face again, and I thought they hadn't gone through with the operation.

There were two things I brought with me out of the Navy. The first was that 7.7 machine gun bullet. Doc Holman and I became good friends while I was convalescing and he tried to talk me out of it a couple of times. Now I'm glad I didn't let him do it.

The other treasure I brought out of the Navy was that little nurse. She kept her promise to go out with me and one date led to another and another. We were married in August 1942.

Two things I've never let her forget: she was assigned to take care of me after the operation and almost the first thing she did was accidentally dump a glass of ice water in my lap.

The other thing was just as  
(Continued on Page 30)

**ITEMS FOR SALE**

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NATIONAL AND STATE OFFICERS HATS available through LANCASTER UNIFORM CAP CO., 680 S. Imperial St., Los Angeles, CA 90021. Phone 213/626-4661.

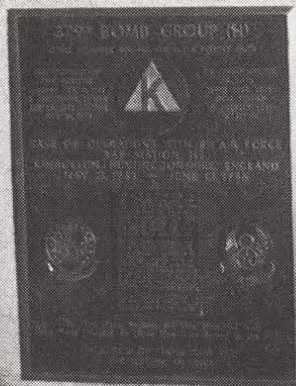
HATS (Serge lined, includes embroidered emblem) . . .	13.00
(Sizes: 6 $\frac{5}{8}$ , 6 $\frac{7}{8}$ , 7, 7 $\frac{1}{8}$ , 7 $\frac{1}{4}$ , 7 $\frac{3}{8}$ , 7 $\frac{1}{2}$ , 7 $\frac{5}{8}$ )	
Other sizes — Special Order	
DECALS (Windshield) . . . . .	.25
LAPEL PINS . . . . .	9.50
EMBLEMS (Cloth, for hats, jackets, etc.) . . . . .	1.00
BUMPER STICKERS . . . . .	.50
RUBBER STAMPS (PHSA Seal, 1 $\frac{3}{16}$ " diameter) . . . . .	4.50
OFFICIAL PHSA FLAG . . . . .	45.00
GOLD DECAL . . . . .	.50
GOLD EMBROIDERED EMBLEM . . . . .	1.50

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

## PHSA Memorial Wall



DEDICATED TO ALL WHO GAVE THEIR LIVES  
IN THE SERVICE OF OUR COUNTRY



SPONSORED BY THE 379TH ASSOC. 17 JUNE 1981

*This is a sample of what our PHSA Memorial Wall will look like when finished and installed at the United States Air Force Academy. It will be installed in the same area.*

The PHSA Memorial Wall Fund has been established and published in the January 1986 *GRAM*, page 10. This fund will be used to erect a PHSA Memorial Wall in the Memorial Area of the United States Air Force Academy cemetery.

As of 28 February the fund has grown, with endowments arriving daily, to more than \$1000. This beginning is encouraging since the *GRAM* was received by the membership in late January. This amount represents less than one thirtieth (1/30) of the fund goal needed to com-

plete the project. We appeal to each survivor and surviving spouse to act now and send your check for \$10, \$20 or more to:

Wallace J. Kampney  
Treasurer  
PHSA Memorial Wall Fund  
P.O. Box 6335  
Syracuse, NY 13217

This endowment is tax exempt. Survivors please note your PHSA number and surviving spouses please note your PHSA number as shown on the address label of the *GRAM* on your check. This will help in recording your gift.

A "Well Done and Thank You" to all who have already helped. To all who have not sent in their gift, **PLEASE DO IT NOW!!**

USAFA-PHSA  
Memorial Committee

Leslie and Arlene Echelberger  
Chapter 25  
Chico, California  
Support the *GRAM*

## VA Benefits for Former Prisoners of War

Veterans rated at 30 percent or more qualify for a dependency allowance. Dependents of veterans rated 100 percent may qualify for educational assistance. Widows of veterans rated 100 percent for 10 years prior to death are eligible for dependency and indemnity compensation, as are widows of veterans whose deaths are service-connected. Amount of payment is based on the veteran's highest military grade.

Compensation entitlements apply to all service-connected disabled veterans and not just former POWs.

VA facilities have designated employees to coordinate benefits and services for former POWs. Additionally, a national hotline is available 24 hours a day to answer questions for former POWs. The toll free hot line number is (800) 821-8139.

More than half of the 142,227 American servicemen and women who were held captive by enemy forces during four periods of conflict dating to 1917 are alive today, according to the Veterans Administration.

The VA has made special outreach efforts to ensure that the more than 83,000 former prisoners of war are fully informed of their benefits. An estimated

79,000 of these veterans are over 65.

Legislative changes in 1981 and 1984 eased criteria for former POWs to establish service connection for certain disabilities. Veterans who were interned 30 days or more can have disabilities presumed to be service-connected from certain diseases.

VA Deputy Administrator Everett Alvarez, a former POW, notes that while the law recognizes that military medical records do not cover periods of incarceration, there must be some medical evidence relating the current condition to the period of military service.

Treatment is available at VA's 172 medical centers and 226 outpatient clinics nationwide. Treatment in non-VA facilities at Government expense is not authorized unless the veteran has received prior approval from the VA.

Compensation rates for service-connected disabilities were increased effective Dec. 1, 1985. The 3.1 percent cost-of-living rate adjustment increased monthly payments to \$1,335 for a veteran with a disability rated at 100 percent. The 50 percent rate was increased to \$388. Veterans rated at 10 percent now receive \$68 monthly.

## Luckiest Man . . . (Continued from Page 29)

unforgettable. We hadn't seen each other outside of the hospital ward before we went out on that first date. Dressed in our navy-blue uniforms instead of hospital white, we walked right past each other, then realized our mistake and turned around.

"I didn't recognize you with your clothes on," I blurted. "You look different out of bed," she said.

We've had 43 wonderful years together, made very special by four children and five grandchildren. A few years ago, I retired from Sperry Marine Systems after spending 34 years working on some of the same fire control equipment that started the whole thing.

I think you'll agree I've been mighty lucky.



Joe Foss with Bob Widmark, Phoenix chapter president, at memorial services Dec. 7, 1985, in Phoenix.

# Motor Torpedo Boat Squadron

Motor Torpedo Boat Squadron One was commissioned 24 July 1940, and was composed of several different types of PT boats from various builders until August 1941 when the PT-20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 and PT-41 were assigned. These boats were all built by Electric Boat Co., Elco Works, Bayonne, N. J., and placed in service June and July 1941. They were 77 feet long, powered by three Packard engines. Armament consisted of four torpedo tubes and two twin .50-caliber machine gun turrets.

On 7 December 1941, Motor Torpedo Squadron One was at Pearl Harbor, T.H. PT-20, 21, 22, 23, 24 and 25 were moored at the Submarine Base alongside and forward of YR-20, which was serving as their tender. PT-27, 29, 30 and 42 were in cradles resting on the deck of U.S.S. *Ramapo* (AO-12), and PT-26 and 28 were in cradles on the dock beneath the hammerhead crane which was used to hoist the boats aboard *Ramapo*, which was to transport them to the Philippines for transfer to

Motor Torpedo Squadron Three.

After Pearl Harbor, MTB-1 boats saw action during the battle of Midway and participated in the Aleutian campaign. PT-21, 23, 25 and 26 were at Palmyra Island on detached duty from July to October 1942. They proceeded to Funafuti, Ellis Islands, November 1942 and were transferred to MTB-3 on 22 December 1942.

Disposition of MTB-1 PT boats:

PT-20 (12-11-44), disposed of:

PT-21 (11-10-43), disposed of:

PT-22 (6-11-43), grounded and lost as a result of storm damage:

PT-23 (10-6-43), 24 (12-9-44), 25 (10-6-43), 26 (10-6-43), 27 (12-9-44), reclassified as small boats:

PT-28 (1-12-43), grounded and sank at Dora Harbor, Alaska:

PT-29 (12-12-44), 30 (1-3-47), 42 (12-12-44), disposed of.

*Editor's note: PT-22 and PT-26 were in service only and not*



*commissioned at the time of the attack.*

PT/A16-33

(023) December 12, 1941  
From: The Commander, Motor Torpedo Boat Squadron One  
To: The Commander-in-Chief, U.S. Pacific Fleet

Subject: Offensive measures taken during air raid — narrative of.

Reference: (a) CinCPac dispatch 102102

1. In compliance with reference (a), the following report is submitted.

On the morning of 7 December, six vessels of Motor Torpedo Boat Squadron One were

nested in Berth S-13 at the Submarine Base. The remaining six were aboard the *Ramapo* awaiting shipment. Squadron personnel on board were completing breakfast on the YR-20, a submarine barge serving as a tender for the squadron. PT vessels were moored alongside and ahead of the barge in three nests of two each.

The Squadron Duty Officer, Ensign N. E. Ball, D-V (G), USNR, states that he was standing on the end of the barge when he noted numerous airplanes with the insignia of the rising sun diving on the battleships. A

*(Continued on Page 32)*

## Miniature Battleship (Arizona)

BUILDER: Cecil/Pat Gates, Lake Almanor, CA

HULL: Fiberglass

POWER: 2 OMC Saildrives

LAID DOWN: August, 1982

LAUNCHED: July 3, 1984

SCALE: 20:1

PILOT: Driven from Conning Tower — 360 degree view

LENGTH: 34 ft.

BEAM: 6 ft.

DRAFT: 2 ft.

**USS ARIZONA (BB-39) "Flagship," Battleship Division, 1941**

BUILDER: N.Y. Navy Yard

LAUNCHED: 19 June, 1915

LAID DOWN: 16 March, 1914

COST: \$12,993,579.23

LENGTH: 608 ft.

BEAM: 97 ft.

Since her 1984 launch, the *Arizona* has made appearances at the Los Angeles Convention Center Boat Show, the state capitol in Arizona with Governor Babbitt; University of Arizona, Tucson; and the Admiral Nimitz Museum, Fredricksburg, TX, (dedicating a stamp to the admiral).

Beginning March 1-May 1, 1985, the *USS Arizona* began an intracoastal waterway tour from Houston, TX to Panama City, FL. This 1100-mile waterway trip included these major port stops: Galveston, New Orleans, Biloxi, Mobile Bay and Pensacola. We were filming a VCR documentary of this history/heritage of the water-

ways as seen through the eyes of the battleship. This film will be shared with the west coast children.

In 1986, the *Arizona* will begin her next voyage, beginning in Tarpon Springs, and going through St. Pete/Tampa, across Lake Okeechobee to Miami; then up the 1500 miles to NY Harbor. The *Arizona* has been invited to participate in Op Sail (Tall Ships) on July 4, to help celebrate the birthday/restoration of the statue. In 1987, we hope to continue up the Hudson River, through the Erie Canal and on to the Great Lakes.

The *USS Arizona* is the seventh and latest ship to join in the Friendship Fleet, Inc. (a non-profit corporation). The remainder of our smaller fleet is composed of four 18 ft. battleships, one 20-ft. carrier and a 24-ft. *RMS Titanic*. The *USS Bicentennial* battleship has 4000 water-miles under her hull. Her waterway trips have been 1975 — Miami to NY; 1976 — NY, Hudson River, Montreal; 1977 — Nashville to Aurora, KY. As teachers representing the Los Angeles schools during the Bicentennial we carried pen pal letters from the children on each trip. Our documentary showed them history/heritage of the rivers.

Now our *Arizona* goes forth to carry a message to young people. It is expressed in our christening message: "This ship is to honor the 1102 men entombed in the Pearl Harbor *Arizona* since Dec. 7, 1941. May all Americans who see this ship remember the sacrifice of these men who gave their lives that we may enjoy the freedoms we have today. I christen you the image, the reflection, the likeness, the replica of the original *USS Arizona*. God speed you on your way to honor the brave men enshrined in the Pearl Harbor *Arizona*." May the "new" *Arizona's* voyages travel as a miniature shrine into the ports and hearts of America.



Last November, South Dakota PHSA members met with Governor William J. Janklow in Pierre where he signed a proclamation declaring December 7, 1985 as "Pearl Harbor Remembrance Day." From left to right: Al Crow, chapter president; Marvin Melius, past president; Governor Janklow; Frank Pehoviack, state chairman; Oliver Johnson, first vice president; and Thomas Lamb, second vice president.

## Proclamation

Through the efforts of Virginia State Chairman Clark Martin and Chapter One President Ted Sawick, five local area governments issued proclamations designating 7 December 1985 as Pearl Harbor Remembrance Day. Responding to action initiated by Chairman Clark Martin, a proclamation was issued by Governor Robb of the state of Virginia.

Copies of the proclamation were sent to the county and city governments. President Ted Sawick followed up by requesting the chairmen of the boards of supervisors of Arlington and Fairfax counties and the mayors of Alexandria and Vienna, Virginia and of Washington, D.C., to issue a similar proclamation; each responded with a proclamation. Mayor Jim Moran of Alexandria presented the proclamation to Captain Ruth Erickson, USN (Ret.) in a ceremony in the Alexandria City Hall.

Chapter One  
National Capital Area

## Torpedo Boat . . . (Continued from Page 31)

chief petty officer near him remarked "they look like Japanese." An instant later the first bomb exploded and he realized they were Japanese airplanes. He thereupon ran in the barge and gave the order "man the guns." He states that all men immediately responded.

Machinists mates started the air compressors which are necessary to provide air for the two twin .50-caliber turrets on each boat. Ready ammunition was available at the guns, and other personnel, regardless of rates, either manned the guns or started breaking out and belting more ammunition, all personnel of the squadron having had instruction and experience in turret and machine gun operation. Fire was opened with the minimum of delay on torpedo planes, which at that time

appeared flying very low and close to where the PT vessels were moored.

He further states, which has since been confirmed, that Motor Torpedo boats were the first vessels to open fire on the enemy.

Numerous observers, both officer and enlisted, claim they observed the tracer stream from guns of the PT-23 go into the underside of the fuselage of a Japanese torpedo plane carrying one torpedo as it flew low over spar buoy #1, off Kuahua Island. This plane burst into flames and crashed near that point. The two gunners, Van Zyll de Jong, Joy, GM1c, and Huffman, George B., TM1c, USN, state the plane was flying in a straight line away from their line of sight and they were able to maintain a steady stream of tracers into the underside of the fuselage, there being no deflection problem. Numerous observers also state they observed the tracer streams from several PT guns pass into a torpedo plane without torpedo, which was flying over Magazine Loch to-

ward Halawa. This airplane burst into flames and was seen to fall in the vicinity of Halawa.

Some difficulty was experienced in starting the air compressor on PT-23 and Tiller, Clarence E., MM1c, USN, with much persistence and zeal, remained in the engine room frantically working on the compressor until he finally got it started.

Upon the arrival of Lieutenant J. Harlee, USN, executive officer, and during a lull in the attack, he ordered the boats to get underway and separate in order that a hit on one would not endanger them all.

The squadron commander arrived during the last stage of the attack and immediately reported to Commander Base Force for instructions. This command was directed to proceed with six boats to the Pearl Harbor entrance and patrol for submarines, three vessels to patrol inside and three outside. PTs 20, 21, 22 were assigned to patrol inside, and PTs 23, 24 and 25 to patrol outside. Patrol was carried out from about 1000 to sunset.

During patrol the squadron

commander, riding in the PT-24 accompanied by Ensign L. R. Hardy, D-V(G), USNR, and Ensign H. M. S. Swift, D-V(G), USNR, sighted what was believed certain to be a submarine periscope about six miles southwest of #1 channel buoy on a westerly course. It was observed for some time at about 1000 yards distance and appeared to be moving at a speed of about 10 knots. An attempt was made to signal one of the inshore patrol destroyers, about two miles south, but with no success. Speed of the PT-24 was immediately increased to full, and course changed to go close aboard the destroyer. A semaphore signal was sent: "Periscope sighted, follow me." The destroyer immediately responded and was led to the area where the periscope was last sighted. Upon arriving in the vicinity several depth charges were dropped, the explosion of which seemed to lift the PT-24 out of the water. A later search of the area disclosed no evidence that the submarine had been struck.

During the patrol three target  
(Continued on Page 33)

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



## Torpedo Boat . . . (Continued from Page 32)

sleeves, one with release gear, were picked up by the PTs 23 and 24. The sleeves were stamped "Naval Aircraft Factory, Philadelphia." This is mentioned in view of the fact that some reports were heard that Japanese torpedo planes, when first observed approaching, were towing sleeves.

After return to port, the remainder of the night was spent in preparing torpedoes for firing. This was done under extremely adverse conditions, intermittent showers, air raid alarms and blackout. Torpedoes were completed and loaded by dawn and the six PT vessels sorted and took station outside the harbor.

2. During the above period the conduct of all personnel of this squadron was most exemplary. All orders and actions were carried out coolly and calmly with no confusion. Personnel were subjected to periods of as long as 48 hours without rest and subsisting on emergency rations without complaint.

3. There were no losses or direct damages suffered from the attack.

4. It is considered that the following personnel distinguished themselves by their conduct:

**Ensign N. E. Ball, D-V(G), USNR, Squadron Duty Officer.** In view of his short period in the service and lack of experience, he is deserving of special merit for getting the guns manned, directing the fire and handling the situation admirably until arrival of superior officers.

**Van Zyll de Jong, Joy, GM1c, USN.** He is credited with assisting in the shooting down of one enemy torpedo plane. He also reluctantly turned over his gun station during the attack in order to make adjustments on other guns and, during the remainder of the attack, worked frantically to get all guns and turrets in operation.

**Huffman, George B., TM1c, USN.** He is credited with assisting in the shooting down of one enemy torpedo plane.

**Tiller, Clarence E., MM1c, USN.** He, with much persistence and great effort, remained below in the engineroom during the attack, striving to repair the air compressor on the PT-23 so

guns could be trained and elevated by power, with final success.

5. It is also considered that the Submarine Base Torpedo Personnel are deserving of great credit for continuous work on PT boat torpedoes. Since 7 December, they have worked ceaselessly under trying conditions to get torpedoes of this squadron ready for firing.

W. C. Specht  
Copy to: Combasefor.

### Log of the PT-22

Attached to the MTB Ron One Sunday, 7 December 1941

#### REMARKS

Moored starboard side to dock, Berth S-13 Submarine Base Pearl Harbor, T. H. in company with PT 20, 21, 23, 24, 25. 0755 Japanese airplanes sighted overhead, launched attack on Pearl Harbor. Attack defended with all cal. .50 machine guns. 0915 Underway with starboard engine. Ens. R. A. Williamson, USNR, at the conn, lying off awaiting orders. 0925 Lt. (jg) Parker and Ens. Preston reported aboard. Ens. E. T. Child, USNR, of *USS Cassin* embarked by permission of Commanding Officer. Underway to take evasive and defensive action. 1000 enemy attacks completed. 500 rounds of .50 ball, A. P. and tracer ammunition expended. No personnel casualties, material casualties, hole through deck aft over engine room caused by falling piece of shrapnel. Underway for Pearl Harbor entrance channel. 1045 Picked up Lt. Cmdr. J. E. Florence, USN, Lt. Cmdr. Paul Jackson, USN, and Lt. R. S. Clark, USN, from *USS St. Louis* motor boat. 1145 Went alongside *USS Phoenix* standing out of harbor to put *USS St. Louis* officers aboard. 1507 Left entrance patrol, moored port side to Ammunition Depot, West Lock. 1543 Underway from West Lock, having received 19 cases cal. .50 ball and 22 cases cal. .50 metallic belt links for MTB Ron One. Resumed patrol. 1917 Moored starboard side to dock Berth S-13. ENS Child left ship. Commenced connecting up port main engine. 2000 Air raid alarm, fired 50 rounds cal. .50.

No casualties. 2030 Completed connecting up port main engine. 2034 Underway for fuel dock NAS Ford Island. 2045 Moored starboard side to fuel dock Ford Island, commenced fueling. 2130 Completed fueling having received 1615 gallons 100 octane gasoline from S.O. N.A.S. Ford Island, P.H. T.H. Underway for Berth S-13. 2145 Moored starboard side to dock Berth S-13, Submarine Base. Tuned up port main engine.

Examined and found to be correct.

H. G. Parker, Jr.  
Lt. (jg) USNR  
Commanding

### Log of the U.S.S. PT-26

Attached to the MTB Ron One 7 December 1941

#### REMARKS

0000 Resting in cradle on pier #3, Navy Yard, Pearl Harbor, T.H. 0755 Air attack by Japanese planes on U.S. Pacific Fleet, Pearl Harbor, T.H. 0758 Crew at battle stations. 0815 Commenced opening fire. 1020 Ceased firing. 1000 rounds cal. .50 A.P. 1000 rounds cal. .50 tracer expended, no casualties. 1230 lowered in water, waterborne. 1300 Underway in tow by navy yard tug to berth F-4 Naval Air Station, Ford Island, Pearl Harbor, T.H. 1341 Received 2700 gallons of 100 octane gasoline. 1500 Underway to YR-20, Submarine base, Pearl Harbor,

T.H. 1530 Shifted berths to pier #2, Submarine Base, PH., T.H. 1542 Removed four torpedoes from tubes, #MK VIII — mod. 3. Received four torpedoes with warheads #MK VIII 3B 6694, 6643, 6687, 6635. 1800 Pursuant to orders C.O. Receiving Ship, Navy Yard, Pearl Harbor, T. H. Laffen, L. B., GM1c 316-26-32 reported on board for temporary duty.

Examined and found to be correct.

J. K. Williams  
Ensign, USNR  
Commanding



Bill Rolfe of HQ Sqd. 5th Bomb Grp. along with friend in front of the downtown Palace, 1941.

## A HOME FOR NAVY RETIREES

The U.S. Naval Home, Gulfport, Mississippi, is part of the Navy. It has an annual operating budget of \$5,000,000 and is operated by active duty Naval officers. There is no charge to residents. In July, 1985 there were 170 vacancies in the 600-resident facility. There is no waiting list for retirees and the average wait for non-veterans is from three to six months.

All honorably discharged Navy and Marine Corps veterans, 65 years of age or older who are unable to earn a living, are eligible, provided they are able to walk and are in fairly good health. Upon admission they must be able to take care of themselves and their rooms. Coast Guard veterans who served during wartime as part of the Navy are eligible. Although the age requirement is 65, exceptions are made for disabled veterans. About 40 of the residents are disabled. Although we are primarily a retirement home, we take 29 non-retired veterans per year. Fifteen percent of the residents are women.

The 11-story residence, which dominates the 38-acre site On the Gulf of Mexico, includes a dining hall, library, theater, bowling alley and a Navy Exchange. There is also an outdoor swimming pool and a 60-bed health care facility.

All applicants must be free of mental and physical disabilities and be of good moral character. For additional information and applications, contact: The Governor, U.S. Naval Home, 01800 East Beach Blvd., Gulfport, MS 39501, (601) 896-3110.

# PEARL HARBOR SURVIVORS ASSOCIATION, INC. FINANCIAL STATEMENT — SEPTEMBER 30, 1985

Board of Directors  
The Pearl Harbor Survivors  
Association Inc.  
Woburn, MA

We have examined the statement of assets, liabilities and fund balance arising principally from cash transactions of The Pearl Harbor Survivors Association, Inc., as of September 30, 1985 and the related statement of revenue, expenses, and changes in fund balance for the nine months then ended. Except as set forth in the following paragraphs, our examination was made in accordance with generally accepted auditing stan-

dards, and accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

We were not present to observe the taking of the physical inventory at September 30, 1985 (stated at \$5,727.45), and the association's records do not permit adequate retroactive tests of those inventory quantities.

As described in Note 1, the association's policy is to maintain its records on the basis of cash receipts and disbursements; consequently, certain re-

venue and related assets are recorded when received rather than when earned, and certain expenses are recorded when paid, rather than when the obligation is incurred. Accordingly, the accompanying financial statements are not intended to be presented in conformity with generally accepted accounting principles.

In our opinion, except for the effect of such adjustments, if any, as might have been determined to be necessary had we observed the taking of the physical inventory, the financial statements referred to in the first paragraph present fairly the

assets, liabilities, and fund balance arising principally from cash transactions of The Pearl Harbor Survivors Association, Inc. as of September 30, 1985, and its revenue and expenses for the nine months then ended, on the basis of accounting described in Note 1, which basis has been applied in a manner consistent with that of the preceding year.

Richard C. Kenyon  
Certified Public Accountant,  
P.C.  
6311 Fly Rd./P.O. Box 638  
E. Syracuse, NY 13057  
(315) 432-1120

## EXHIBIT A STATEMENT OF ASSETS, LIABILITIES, AND FUND BALANCE SEPTEMBER 30, 1985

ASSETS				OTHER ASSETS	
CURRENT ASSETS				Flags, pictures, etc. ....	\$ 2,473.54
Petty cash funds.....	\$ 925.00			Corporate seal and trademark .....	33.00
Cash in banks.....	16,673.92			Dies and patterns.....	440.00
Prepaid insurance.....	216.49			Prepaid supplies — memorials .....	5,256.00
Prepaid postage.....	39.16				<u>8,202.54</u>
Inventory — Trade.....	5,727.45				<u>\$124,844.85</u>
Prepaid convention expense .....	2,444.09				
<b>TOTAL CURRENT ASSETS</b>	<b>\$26,026.11</b>				
FIXED ASSETS — AT COST					
Office furniture and equipment.....	6,061.62				
INVESTMENTS					
Dean Witter Reynolds (Easy Growth Treasuries — 484 units [market value \$75,080.50]) — Note 5					
Cost.....	\$59,943.05				
Interest receivable.....	24,611.53	84,554.58			
				<b>LIABILITIES AND FUND BALANCE</b>	
				CURRENT LIABILITIES	
				Accounts payable — State, local and district dues .....	\$ 1,067.50
				Convention deposits.....	13,228.00
				Current deferred life membership dues .....	8,492.83
				<b>TOTAL CURRENT LIABILITIES</b>	<b>\$ 22,788.33</b>
				Long-term deferred life membership dues .....	46,942.17
				Fund Balance — Exhibit B .....	55,114.35
				<b>TOTAL LIABILITIES AND FUND BALANCE</b>	<b>\$ 124,844.85</b>

## NOTES TO FINANCIAL STATEMENTS

### 1. SIGNIFICANT ACCOUNTING POLICIES

The association is a nonprofit tax-exempt entity as defined under Section 501 (c) (4) of the Internal Revenue Code. The association is operated exclusively for purposes beneficial to the interests of the nation and its uniformed services personnel, their dependents and survivors.

The accompanying financial statements have been prepared principally on the cash basis, with the following exceptions: (a) Prepaid membership and deferred life membership dues are recorded as they accrue; (b) Prepaid convention expenses are deferred until the year of the convention; (c) Interest income on zero coupon bonds is recorded ratably over the period to maturity (See Note 5).

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

3. The National Membership and Business office is maintained at the treasurer's office in New York. The National Administrative Office is maintained at the secretary's office in Nevada.

4. Current deferred and long-term deferred life membership dues are carried as liabilities. Life membership dues are presently amortized over 10 years whereas current dues are recognized in the year paid.

5. The association purchased units of Easy Growth Treasuries through Dean Witter Reynolds brokerage firm in January 1983 at \$123.85 per unit. These units represent zero coupon bonds and are based on bonds issued by the U.S. government. The units will mature on August 15, 1991 at \$285.00 per unit. These zero coupon bonds which sell at a discount do not pay any interest or principle until maturity. During 1985, 225 units were sold at a loss of \$3,767.57.

The market value of the 484 units owned at September 30, 1985 was \$75,080.50. Interest receivable but uncollectible until maturity on these zero coupon bonds in the amount of \$24,611.53 has been recorded in the preceding balance sheet. It is recorded ratably over the period to maturity.

Maturity value (8/15/91) of 484 units at \$285.00 .....	\$137,940.00
Interest recognized to 9/30/85 .....	\$ 24,611.53
Interest to be recognized in future .....	53,385.42
Total interest to maturity .....	<u>77,996.95</u>
Cost basis of 484 units.....	<u>\$ 59,943.05</u>

Board of Directors  
The Pearl Harbor Survivors  
Association, Inc.

Our report on our examination of the basic financial statements of The Pearl Harbor Survivors Association, Inc. for September 30, 1985 appears on page 3. That examination was made for the purpose of forming an opinion on the basic financial statements taken as a whole. The schedules on page 8 to 15 are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the examination of the basic financial statements and, in our opinion, except for the effect of not observing the taking of the physical inventory as explained in the second paragraph of our report on page 3, such information is fairly presented in all material respects in relation to the basic financial statements taken as a whole.

Richard C. Kenyon  
Certified Public Accountant,  
P.C.

**EXHIBIT B**  
**STATEMENT OF REVENUE, EXPENSES, AND CHANGES IN FUND BALANCE**

<b>REVENUE</b>			
Initiation and Charter fees.....			\$ 2,055.00
Dues — National share.....			26,349.00
Dues — Deferred life membership.....			6,137.00
Advertising — Pearl Harbor <i>Gram</i> .....			1,461.90
Interest income — Note 5.....			9,153.45
Reinstatement fees.....			572.00
Donations and other revenue.....			857.59
Merchandise sales.....		\$4,650.55	
Beginning inventory.....	\$8,375.75		
Purchases.....	1,334.47		
<b>SUBTOTAL</b> .....	<b>\$9,710.22</b>		
LESS: Ending Inventory.....	5,727.45	3,982.77	667.78
<b>TOTAL REVENUE</b> .....			<b>\$47,253.72</b>
LESS: Schedule of operating expenses — Schedule H.....			62,820.03
<b>NET LOSS BEFORE OTHER INCOME AND EXPENSE</b> .....			<b>\$(15,566.31)</b>
<b>OTHER EXPENSE</b>			
Loss on disposition of assets: Investments — Note 5.....			
Write-off inoperative camera.....		100.00	3,867.57
<b>NET LOSS FOR YEAR</b> .....			<b>\$(19,433.88)</b>
Fund Balance — January 1, 1985.....			74,548.23
<b>FUND BALANCE — SEPTEMBER 30, 1985</b> .....			<b>\$55,114.35</b>

**SCHEDULE A**  
**SCHEDULE OF**  
**PETTY CASH FUNDS**

LOCATION	GROSS AMOUNT
Petty Cash Fund	
Kampney	\$100.00
Bedell	100.00
Creese	300.00
Stockett	100.00
Chappell	25.00
Pickard	300.00
<b>TOTAL</b>	<b>\$925.00</b>

**SCHEDULE B**  
**SCHEDULE OF PREPAID SUPPLIES — MEMORIALS**

LOCATION	QUANTITY	UNIT PRICE	AMOUNT
Treasurer	1314 Memorial Plaques	\$4.00	\$5,256.00

**SCHEDULE C**  
**SCHEDULE OF**  
**PREPAID INSURANCE**

	PREPAID
Professional Liability	\$ 29.32
General Liability and Office Contents	104.67
Bond	37.50
Business Auto	35.00
Flags — Supplies	10.00
	<u>\$216.49</u>

**SCHEDULE D**

**SCHEDULE OF INVENTORY — TRADE**

LOCATION	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
Storekeeper	PHSA FLAGS.....	9	\$35.70	\$ 321.30
	PHSA Rubber stamps.....	8	2.24	17.92
	Lapel Pins.....	11	8.35	91.85
	Lapel Pins.....	100	9.00	900.00
	Emblems (cloth-hat).....	734	.65	477.10
	Emblems (gold embroidered).....	775	.813	630.08
	Decals — (windshield).....	3600	.109	392.40
	Decals — (gold).....	4729	.31	1,465.99
	Bumper stickers.....	3195	.099	316.31
	PHSA Hats.....	97	10.50	1,018.50
	Life member emblems.....	96	1.00	96.00
				<u>\$5,727.45</u>

## SCHEDULE E

## SCHEDULE OF OFFICE FURNITURE AND EQUIPMENT

LOCATION		QUANTITY	AMOUNT
President	PHSA Handbook.....	1	\$ 5.00
Vice President	None		
Secretary	Tape recorder.....	1	\$ 79.95
	Typewriter — Royal 500 CO.....	1	1,031.51
	Tape recorder.....	1	72.40
	Sectional Steel Shelves.....	2	15.95
	Postal scale.....	1	5.50
	4 drawer file cabinets.....	5	610.05
	Adler 0-5 Elite Cubic #14334583.....	1	165.08
	Telephone with auto dialer.....	1	148.00
	Sony recorder BM-46 #14069.....	1	413.06
	Sony HV-50 microphone.....	1	73.76
	Sony FS-35 footswitch.....	1	60.49
	Sony DE-35 headset.....	1	13.27
	Postal scale, Viscount, Model Y-1.....	1	10.52
			<u>\$2,699.54</u>
Editor	Typewriter, Olivetti, ET 121 #0146919.....	1	\$ 948.70
	4 drawer file cabinet.....	1	187.23
	Triner postal scale.....	1	26.00
			<u>\$1,161.93</u>
			<u>\$3,866.47</u>

## SCHEDULE OF OFFICE FURNITURE AND EQUIPMENT (CONT.)

LOCATION		QUANTITY	AMOUNT
	BALANCE BROUGHT FORWARD		\$3,866.47
Treasurer	4 drawer plunger lock metal filing cabinet.....	1	\$ 80.00
	IBM electric typewriter.....	1	389.00
	4 drawer metal cabinet.....	1	106.97
	Paymaster Checkmaster used #4-59863.....	1	29.64
	Model 320 electric Addressograph machine.....	1	557.44
	2 drawer metal card files.....	2	19.00
	Microfile — Membership records.....	1	398.10
	Card file, sectional — 6 door oak.....	4	350.00
	Mailing machine — Pitney Bowes Model 5830, #25029.....	1	250.00
	Metal typewriter stand.....	1	15.00
			<u>\$2,195.15</u>
TOTAL			<u>\$6,061.62</u>

## SCHEDULE G

## SCHEDULE OF OFFICERS' EXPENSES

CLASSIFICATION	NATIONAL TOTAL	PRESIDENT	VICE PRESIDENT	NATIONAL SECRETARY	TREASURER	STOREKEEPER	EDITOR AND HISTORIAN
Postage.....	\$ 4,608.92	\$ 12.29	\$ 24.32	\$ 927.53	\$ 2,891.12	\$264.02	\$ 489.64
Printing and Stationery.....	3,255.07	79.43	121.64	2,736.15	246.60	-	71.25
Copying.....	294.08	-	135.65	66.40	86.54	5.49	-
Telephone.....	1,423.84	-	151.25	219.62	491.89	5.89	555.19
Travel.....	1,061.80	788.00	-	-	-	-	273.80
Rent.....	5,919.55	-	-	1,440.00	3,953.34	450.00	76.21
Data Processing — Membership.....	2,836.42	-	-	-	2,836.42	-	-
Membership — Office.....	1,704.93	-	-	-	1,704.93	-	-
Consulting, per diem, accounting, bookkeeping and audit.....	3,160.00	-	-	-	3,160.00	-	-
Office supplies.....	484.85	-	-	74.61	316.70	93.54	-
Moving expense.....	780.00	-	-	780.00	-	-	-
<b>TOTAL</b>	<b>\$25,529.46</b>	<b>\$879.72</b>	<b>\$432.86</b>	<b>\$6,244.31</b>	<b>\$15,687.54</b>	<b>\$818.94</b>	<b>\$1,466.09</b>

**SCHEDULE F**  
**SCHEDULE OF DEFERRED LIFE MEMBERSHIP DUES**

YEAR	DEFERRED LIFE MEMBERSHIP DUES		
	BASE	CURRENT	LONG-TERM
1964-1974	\$ 78,943.90	\$ -	\$ -
1975	7,410.00	185.25	-
1976	5,599.00	559.90	139.98
1977	4,200.00	420.00	525.00
1978	5,827.50	582.75	1,311.25
1979	2,835.00	283.50	921.38
1980	3,045.00	304.50	1,294.13
1981	16,310.00	1,631.00	8,562.75
1982	12,810.00	1,281.00	8,006.25
1983	12,385.50	1,238.55	8,979.49
1984	11,405.75	1,140.58	9,409.74
1985	8,658.00	865.80	7,792.20
	\$169,429.65		
Current Deferred Life Membership Dues		<u>\$8,492.83</u>	
Long-Term Deferred Life Membership Dues			<u>\$46,942.17</u>

**SCHEDULE H**  
**SCHEDULE OF OPERATING EXPENSES**

Pearl Harbor Gram — Printing and Mailing.....	\$19,374.34
Executive Board Expenses.....	9,255.80
National Convention — Grossingers	608.09
Insurance and Bonding.....	813.48
Memorials.....	315.00
Fees and Taxes.....	13.00
Membership Office.....	1,704.93
Office Expenses:	
Postage.....	\$4,608.92
Printing and Stationery.....	3,255.07
Telephone.....	1,423.84
Travel.....	1,061.80
Rent.....	5,919.55
Data Processing Membership.....	2,836.42
Per Diem, Accountants and Consultations.....	3,160.00
Legal expense.....	6,910.86
Copying.....	294.08
Office supplies.....	484.85
Moving expense.....	780.00
	<u>30,735.39</u>
<b>TOTAL OPERATING EXPENSES</b>	<u><b>\$62,820.03</b></u>

# Financial Statement

At the outset, I wish to commend and give thanks to Parliamentarian and Council Wilson Rutherford, Past 1st District Director John Dierks, Past 3rd District Director Garvin McComas, and Treasurer Wallace Kampney for serious and solid work. This committee met in two lengthy sessions.

The Executive Board met in Phoenix, Arizona, on the evening of February 21 and an all day meeting on the 22. The chairman of the Finance and Budget Committee gave a thorough report and recommendations to the board. The board then heard the proposals set forth by Francis P. Havey, Fund Raising Management, Inc. After a review of the report, the board voted unanimously to proceed on the recommendations and proposals.

THE FOLLOWING STATEMENTS ARE AS REPORTED TO THE BOARD BY FINANCE CHAIRMAN WILSON RUTHERFORD.

As we have discussed in the past, the financial stature of the organization must be improved with due consideration given to the status of each member, as an individual, and also the overall organization and its continued welfare.

(1) We cannot make the burden too great upon the individual member.

(2) We must keep in perspective the financial responsibility of our elected officials so as to provide for them sufficient funds to administer the affairs of the organization in a way that would allow for the continued success of the organization in the waning years of the members.

(3) This dictates that in some form or fashion we must establish a fund that will remain intact until the last surviving member expires. In this relation, we know that as time goes by there will be less and less time exerted and interest demonstrated in the financial affairs and other activities of the organization to keep it in the maximum range of activity. The lack of interest necessarily tends to reduce the amount of effort exerted by the individual and the collected membership and therefore tends to result in damage done to the organization because of the lack of forceful action.

I am sure that you have given much thought to the affairs of the organization, and I personally have had several discussions with other members and have received suggestions as to the procedures that should be taken. Some of these suggestions were to cut expenses, which always leads into the principal question "where do we

start?" In consideration of this chain of thought, I have not come to a conclusion that the organization has been extravagant in its expenditures or programs and none of the suggestive avenues of reduction, within themselves, will amount to a sufficient saving to correct our financial problems. In the same light, I am not of the opinion that any of our expenditures are so exorbitant that would warrant a paring down of funds at this time. I feel we can weather this temporary storm without doing any appreciable damage to the overall welfare of the organization.

True, we have been faced with general economic setbacks, but I do not feel this will be of a long-run nature and that surely we can anticipate an upswing of the entire national economic structure within the space of a year.

I would like to see our organization continue with its present programs and will give my consideration to establishing programs that will allow this to happen.

The following are some suggestions I would like for each of you to give serious consideration to. They are not earth shaking and similar programs have been commenced and continued by other organizations that have

been, in the past, faced with similar financial problems. I am setting the stage for this final study and possible recommendation based upon thoughts that we have already discussed in part and by a suggestion that has been made by our President, Thomas Stockett, in regard to a possible fund raising program. In this light, I am suggesting for your thought, consideration, and development the following:

(1) A national sweepstakes designed to commence as soon as it can be arranged to have as its main objective a trip to the Pearl Harbor Survivors Association convention in December, 1986.

(2) The establishment of a tax exempt foundation that would continue in force even to a point beyond the time of the expiration of the last member. This can be funded by the proceeds from the raffle to begin with and by individual member subscription and donations from the general public as we can develop.

(3) The establishment of a ceremony for the reunion in 1986 that would be directed to the solemnity of the occasion and would be a historical event with the hope that it would be continued for the remaining years of the organization. This may or may not be a substitute

(Continued on Page 38)

## Financial Statement . . . (Continued from Page 37)

for a seated banquet and I do not think it would necessarily interfere in either event. This would be more of a participation of members than has been exhibited in the past and I believe could be developed into an affair that would be pleasing to all concerned in the form of a passion play.

(4) It is my belief the organization of these events will require the following:

(a) For some time I have, along with other members of our organization, envisioned the day when we would have available either part time or full time a public relations department. This has been discussed in years past and more recently been suggested by our President, Tom Stockett, and I believe we have come to the time when we should think in terms of making a move in that direction. In this light I would suggest we study the possibilities of having a public relations director which

would be of great help in promoting the above referred to projects.

(b) We need to contact a national organization to promote the raffle program, which organization could very easily be used to outline an appropriate memorial program for the reunions in Pearl Harbor.

(c) We need to establish a non-profit corporation for the purpose of handling the affairs of the foundation and establish

the rules and regulations that will govern its activities.

I am planning a conference in the very near future with a firm that will, I hope, be able to handle the national raffle and hope to have something I could present to you within a very short time.

Upon approval by the PHS Board, the following statement has been circulated to states and chapters through direct mailing. Should any of you have a question please call your District Director, National Officers or Financial Committee members.

Respectfully yours,  
Wilson M. Rutherford

# A Memorandum

**TO:** All State Chairmen and Chapter Secretaries  
(with a copy to District Directors)

**FROM:** Thomas J. Stockett, President

**SUBJECT:** GOOD NEWS

We are pleased to announce that your Executive Board made three positive decisions at its meeting in Phoenix, Arizona, on Saturday, February 22, 1986. They will have a long-lasting impact on our organization and I am delighted to share them with you at this time.

**Decision #1 . . .** We voted to establish a SWEEPSTAKES to be held **each month** starting in April with the first drawing on May 15. We will send two (2) tickets every month to each member. Tickets are \$10.00 each and are fully tax deductible. Twenty percent of the proceeds each month will be set aside for prizes consisting of trips to Hawaii for our 1986-45th Year Reunion. This monthly sweepstakes can build up our Foundation Treasury and provide a "lucky" day for some of our members.

**Decision #2 . . .** We voted to conduct an intensive, well planned public relations program prior to and during our 45th Reunion. Francis P. Havey, our Special Consultant to the Foundation, will be responsible for the **design and implementation** of this Public Relations Program. Please feel free to call him at (414) 425-6200 if you have any suggestions.

**Decision #3 . . .** We voted to establish a separate non-profit Foundation to be called The Pearl Harbor Survivors Association Foundation. It will be incorporated in Texas and we shall apply for a 501(c) (3) ruling from the Internal Revenue Service so that **any and all** gifts to it are tax deductible. It is our hope many of our members will remember the Foundation in their **will** and also

make some substantial gifts to it of stocks, bonds, insurance and real estate during their lifetime. This Foundation will provide the financial stability our organization has needed for such a long time.

The energy crisis in 1973 started price escalations for all goods and services. We have personally seen this at home and in business. Therefore, 1974 is used as a reference for comparison.

National Treasurer Wallace Kampney reports the following:

<b>Membership growth</b>	
1974 — 5,890	1985 — 10,015
<b>Printing and Postage</b>	
1976 — \$1,456	1985 — \$7,863 (9 months)
<b>Gross cost of the Gram</b>	
1974 — \$8,010	1986 — \$30,000 (estimated)

It can be assumed that the next 10 years' cost to publish and distribute could be \$350,000.

The association can indeed take pride in the fact that the membership at chapter, state and national levels has maintained an active, functioning association, built on the hard work, the investment of time and tariff offered by the members and our leaders over these many years.

It is now important that we build on that effort and develop a sound and planned financial future and structure.

May we all join in this effort with enthusiasm and participation.

### A FINAL WORD

For many of our members our 45th Reunion will be a last chance. Therefore, while we are all looking forward to the 50th, we want our 45th to be an **always** remembered event. No stone should be left unturned to make it such. Be assured that it shall have the **very** best attention of all of us in the days ahead.



Lehigh Valley Pocono Chapter 5 of Pennsylvania Officers for 1986. Left to right: Lloyd Laughlin (State Chairman); Phillip Stercula (Chaplain); Steven Yorden (Trustee); Richard Schimmel (Sec./Trea.); Jay Smith (Trustee); Albert Klan (Vice President); Michael Bolesky (Trustee); James Murdy (President); and Paul Moyer (Historian).



Lake Erie Chapter 6 of Cleveland, Ohio, during Christmas Parade in downtown Cleveland.

# The Kitten and the Pacific Fleet

*Readers who have ever had a tour of duty in a Marine guard company will understand the things a bored sentry will do to relieve the monotony. Those who never have had this misfortune, just make yourselves fast to the chair for the truth is oft times strange.*

By **JAMES H. GOODMAN**

It was quiet and peaceful this early Sunday morning. The mighty U.S. Pacific Fleet lay snugly berthed to the quays on the southeast side of Ford Island. A subdued hum of activity drifted across the channel from the Pearl Harbor Navy Yard. Two bells had just gone as the Marine sentries on Ford Island shook themselves awake. It was about time for the sergeant of the guard to make a round of the posts while aboard the battleships, the deck watches were making their 0100 report to the quarter-deck.

With rude abruptness this tropical tranquility was shattered by a rapid burst of gunfire. Followed by the bugle's blare of "general quarters." A blinding glare lit the stretch of beach opposite the *USS Tennessee* and a call came over her P. A. system that had not been used seriously for many a year — Away Armed Party!

A predawn prelude to Dec. 7? Sabotage? No, all of this was caused by one bored Marine and a gray kitten.

It was in the early part of 1941 when the Pacific Fleet had just steamed slowly into Pearl. Navy yard tugs nudged the battlewagons into their berths alongside Ford Island. The cruisers made fast to the piers across the channel, while the tin-cans and ten-

ders dropped the hook to the east of the island.

At the time the fleet was entering the Pearl Harbor channel, the high brass on the Ford Island Naval Air Station had just reached a momentous decision. The cats must go! They were multiplying like rabbits, they were unsanitary and in general a nuisance.

The next day all of the families living on the island were duly notified to keep any pet cats securely locked up for the night for any stray cats would be shot on sight.


The Marine Guard was ordered to issue to the 2400 to 0400 watch, shot guns and five rounds of No. 7 bird shot. This was in addition to their regular side arms. Never before in the Marine Corps history had the 2400 to 0400 watch gone on duty so willingly. The men who had posts in the married C.P.O. quarters were especially eager. They knew of some bedroom windows under which the firing of a couple fast rounds would sure cause some fast action. It was the general opinion that,

**Julius "Jay"  
(5th District Director)  
and Inge Finnern  
Support the GRAM**


cats or no cats, nobody would bring back any unused shot gun shells.

Post #7 started opposite the *West Virginia*, went down the beach past the *Tennessee*, around the Admiral's quarters

and back. Post #8 had the same starting point, went up the beach past the *Oklahoma* and the *California*, through the tank farm and back. That night I had Post #8 and a buddy of mine had #7. The corporal of the guard  
*(Continued on Page 40)*



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### MAILING NOTICE

Since the National Treasurer maintains the address listings on the computer for all members of the Association, for use by the *GRAM* and other periodicals, it is imperative that when you move or change your address that you notify the National Treasurer, Wally Kampney, P.O. Box 6335, Syracuse, NY 13217.

**USE THE CHANGE OF ADDRESS FORM AT THE RIGHT WHEN YOU CHANGE YOUR ADDRESS.**

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# Members' Activities



## A CHRISTMAS GIFT FOR VETERANS ADMINISTRATION PATIENTS —

Pearl Harbor survivors of Illinois Chapter 1 presented a gift check of \$300 for the use of indigent veterans at the Veterans Administration Medical Center, North Chicago, Illinois, on Dec. 16, 1985. Left to right are: Ambrose Ferri (USS Vestal); Kathleen McHugh, assistant chief of volunteer services; William H. Keith (Hickam Field), past president of Illinois Chapter 1, presenting the gift check to Lawrence Stewart, director of the medical center; and David F. Briner (Naval Hospital, PH), past Fifth director.



Members of Missouri Chapter 3 held Memorial Services for their fallen comrades on December 7, 1985, at the U.S. Air Force Base, SAC, Blytheville, Arkansas. Colonel Paul M. Matthews, USAF, Commander of the 97th Bombardment Wing, and members of his command took part in the ceremonies and Chapter 3 members were treated royally and with great deference.

## The Kitten, Pacific Fleet . . . (Continued from Page 39)

bounced us out of the sack at 2330. We had time for a cup of "joe", were issued the shot guns and ammunition, then relieved the watch on duty. My buddy and I agreed not to do any shooting until we had made one lap around, then to meet and let each other know when and where we planned to squeeze a few off. I don't remember either of us mentioning anything about cats.

I hadn't gone very far on my post when I ran across a sailor on the water watch for the *West Virginia*. (She was taking on fresh water from a fire hydrant on the island). This sailor turned out to be such a "snow job" artist that it was past 0100 before

I started back to meet my buddy. I had not taken over two steps when WHAM, WHAM, WHAM, WHAM, WHAM. I thought, oh you b-----, all five rounds. I threw my shotgun up, flipped the safety off and was going to answer with five of my own when the *Tennessee*, just down the beach, went to general quarters! With a blinding glare, the *Tennessee* turned on one of the large main-mast searchlights, aimed right at the beach. There on the water's edge, arms covering his face, was my buddy. Away armed party, and over the side of the *Tennessee* tumbles half the ship's Marine Detachment, armed to the teeth, into one of the ship's liberty boats moored

alongside. The coxwain gunned the boat into the beach, out leaps the Marines, they clobber hell out of my poor buddy, toss him into the boat, and back to the *Tennessee* they go.

In the meantime I can hear the young ensign on watch on the *West Virginia* racing frantically up and down the quarter deck, calling for his messenger and not knowing whether to wet his pants or go blind. Finally, she goes to general quarters and by that time, the entire battleship row is in a turmoil. Gun stations manned, searchlights being turned on, bells ringing and small boats revving up.

We didn't see my buddy till

the following Monday. At that, it was a touch-and-go affair between our C.O. and the *Tennessee*. They had my buddy, shackled with leg and waist irons, in the brig under double guard and an emergency call out for Naval Intelligence.

Later on, I talked to some of the boat crews who were sleeping in their boats alongside the *Tennessee* at the time. They said the bird shot rattled off of the 14-inch armor plate of the hull and forward turrets like hail on a tin roof.

But my good buddy maintained to the last that all he did was carry out his orders and shoot at a little gray kitten running along the beach. It wasn't his fault the *Tennessee* was in the way.

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