



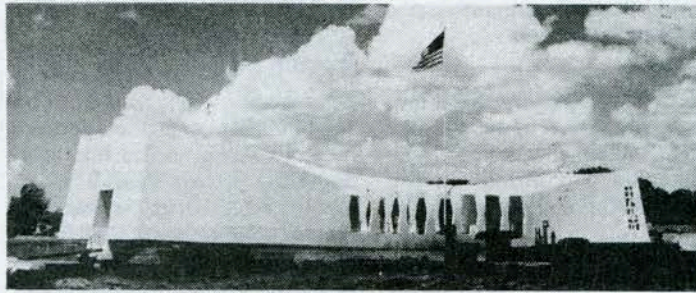
Pearl Harbor - Gram



Federal Charter 99-119

Official Publication Of
The
Pearl Harbor Survivors
Association, Inc.

National Administrative Office
3215 Albert St.
Orlando, FL 32806



OUR MOTTO: Remember Pearl Harbor—Keep America Alert

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

Published Quarterly

Our Eighty-Eighth Issue

October, 1986

Another Sunday in Pearl Harbor

By ARTHUR W. WELLS

Like birds coming in to roost, one after another, the LSTs (Landing Ship, Tanks) of the Saipan invasion fleet entered Pearl Harbor, May 20, 1944, and proceeded to berths in the shallow anchorage at West Loch. Adding to their numbers were other ships of the fleet, assembled in the harbor for the forthcoming onslaught on Japan's inner-defense ring. And more ships were in Pearl Harbor at that time than during any other period of WW II.

Berthed beam-to-beam, so close that crew and other personnel aboard could walk planks from one to the other, twenty-one were nested in rows almost directly across the channel from the West Loch Naval Ammunition Depot. Floating bombs, the ships were crammed with personnel, vehicles and other supplies of the 2nd and 4th Marine Divisions, Navy Sea-Bees, and U.S. Army units — so packed that little if any room was available for the personnel aboard to even hold physical drill. And some of the ships were loaded only with extra ammunition, gasoline or other invasion needs.

The tankdecks of LSTs hauling amphibious tractors and trucks (DUKWs), and tanks, were layered with ammunition, with heavy wooden beams laid over it for the wheels and tracks

of vehicles. Topsides of those LSTs were jammed with land vehicles, drums of gasoline, and other supplies.

Just as the day had begun on another Sunday in Pearl Harbor, Sunday, May 21, 1944, was calm and the pace was leisurely. And some of the men in the

ships' crews were ashore on liberty while others were performing duties aboard. Though some of the land force personnel were on liberty, most were aboard or had taken vehicles and guns ashore, adjacent to the LSTs, for servicing after the saltwater dousing during inva-

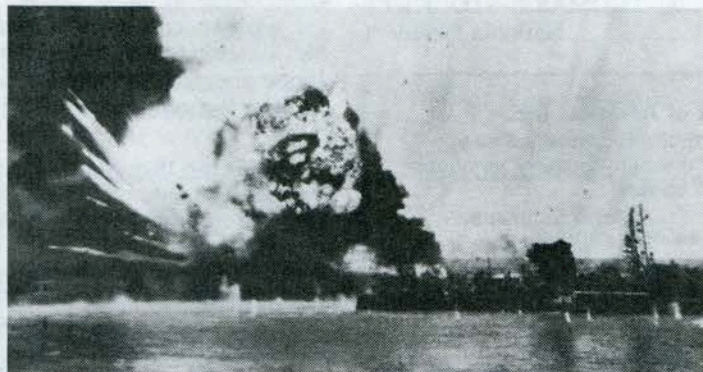
sion rehearsals off Maui. And for protection from the hot sun as the day wore on, those still aboard were huddled in the shade of vehicles, stretched tarpaulins or blankets, or ship protrusions, while sleeping, reading, writing letters, in bull sessions or playing cards.

Shortly after 1500 hours, the peaceful Sunday afternoon was disrupted when *LST-353* erupted in a huge explosion that hurled a boiling column of smoke, men, pieces of bodies, vehicles, and slabs of the ship's steel high into the air above the front row of the nested LSTs — she was berthed in the nest's eight-ship forward row and was the seventh in line from shore.

And so began Hawaii's second worst disaster . . . second in casualties only to the Japanese attack on Dec. 7, 1941.

Only moments after the explosion, West Loch became a beehive of activity as ships' crews rushed to stations . . . some to cast off mooring lines and in some cases, severing them with axes. Others manned fire and damage control. And others manned at-sea stations as LST captains frantically gave orders to get their ships under way.

It became a holocaust as fires and explosions erupted on other LSTs. And men who had



West Loch — Pearl Harbor, May 21, 1944. Second Oukw on LST's 340, 354, 23, 121. Enroute Saipan.

(Continued on Page 40)

HALL PICKARD**Ill Health Forces Retirement**

July 7, 1986

Mr. Thomas J. Stockett
38 Brentwood Road
Woburn, MA 01801

Dear Tom:

This is in regards to our telephone conversation this morning July 7, 1986 that Hall cannot continue on as National secretary. The doctors have advised him that due to the stress and the work involved, he should not try to continue on in his condition.

Hall is improving very slowly and he realizes there is lots of work to be done before the National Convention and he does not want to hold things up.

We are sorry this decision has to be made, but it is in the best interest of the organization and Hall's too, at this time.

Sincerely,

/s/ ELSIE PICKARD

APPROVED: HALL

Julius "Jay"
(5th District Director)
and Inge Finnern
Support the GRAM

The Gold Star Wives of America, Inc.

This group is for the wives of those deceased active duty or death due to service-connected disability military personnel. Those wishing further information contact:

Carolyn Schmalts
2384 Botella Pl.
La Costa, CA 92008

Tin Can Sailors

The organization is made up of present and former destroyer men and destroyer boosters. Tin Can Sailors is home based at Battleship Cove, Fall River, Massachusetts, on board the *USS Joseph P. Kennedy, Jr. (DD-850)*, the first U.S. Navy destroyer that has been preserved and opened to the public for visitation. Some 150,000 people a year visit the four fighting ships at Battleship Cove.

We are building a museum and a library on the *Kennedy*

that will tell the story of the destroyer and the contributions of the men who sail them — this will be *your* story. We need income from you to make your destroyer museum and library a reality. You are proud of your service or your interest in the "greyhounds of the sea." Many \$ are needed to preserve the destroyer for posterity. The destroyer is *not* just another surface ship but has her own special identity. Tin Can Sailors are special.

(Continued on Page 35)

July 8, 1986

Robert McClintock
Florida State Chairman
PHSA, Inc.

Dear Bob:

Hall Pickard has advised me, via a telephone conversation, that at this time he is not physically able to continue in the office of National secretary.

Therefore, it is incumbent on the National president to appoint a National secretary in accordance with Article V-1-D. "appoint a qualified and eligible member to fill vacancies in any elective National Office for the unexpired term of the vacant office."

May I thank you in advance for your willingness to serve. Wally Kampney and I will work with you during the transition. If you have questions please call or write.

It is necessary that you write a brief statement accepting the appointment before I can announce the appointment.

Aloha and mahola,
/s/ THOMAS J. STOCKETT
National President

July 11, 1986

Mr. Thomas J. Stockett
National President PHS A Inc.
38 Brentwood Road
Woburn, Massachusetts 01801

Dear Tom:

I humbly accept the appointment to serve as the National Secretary for the Pearl Harbor Survivors Association Inc. for the unexpired term of Hall Pickard and shall make every effort to be worthy of this charge.

Sincerely, aloha,
/s/ ROBERT McCLINTOCK
Florida State Chairman
PHSA Inc.

* * *

July 12, 1986

National Officers
District Directors

Gentlemen:

I have been advised via telephone and in writing that Hall Pickard is stepping down as National Secretary (see above letters).

Our very best wishes and prayers are offered that Hall may have a speedy and complete recovery.

I wish to commend Robert McClintock for accepting the appointment as National secretary for the remainder of this term.

Please see that State Chairmen and Chapters in each District are informed promptly on this matter.

Sincerely,
/s/ THOMAS J. STOCKETT
National President

DUES TIME AGAIN

The invoices for 1987 dues for all annual members will be mailed on October 1, 1986. The constitution and bylaws provide for a 90-day period in which to pay this small obligation. Therefore, annual dues for 1987 must be paid or post-marked by December 31, 1986. For dues remittances paid after that date, currently there is a 50% reinstatement charge, since unpaid members will have been dropped from the active rolls as of December 31, 1986.

Your cooperation in early remittance will be appreciated since this office will be closed from November 25, 1986, to December 11, 1986, due to the convention in Hawaii. Wally Kampney
National Treasurer

MAILING NOTICE

"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 last."

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

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

Wally Kampney,
National Treasurer

PEARL HARBOR GRAM

Published Quarterly by

PEARL HARBOR SURVIVORS ASSOCIATION, INC.

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

National Vice President: David P. Bedell, 14059 Oakview Dr., McKeesport, PA. 15131. Telephone 412/751-6771

National Secretary: Robert McClintock, Jr., 3215 Albert St., Orlando, FL 32806, (305) 423-8344.

National Treasurer: Wallace J. Kampney, P.O. Box 6335, Syracuse, NY 13217. Telephone 315/422-8413.

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

Honorary National Secretary — Treasurer: John C. Berlier, 4209 Brown Rd., Indianapolis, IN 46226. Telephone 317/546-4584

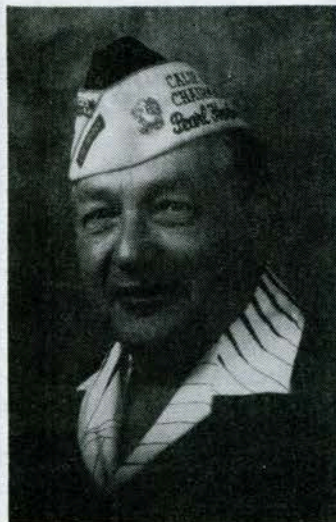
Editor, Pearl Harbor Gram:

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

CANDIDATE**First District Director**

Karl A. Johnson, CWO4, USNR, Ret. will be a candidate for the office of First District Director at the 45th Convention in Honolulu.

He is a life member of PHSA (since 1969). He has held elected



KARL A. JOHNSON

offices as chapter secretary, news editor, chapter president,

and trustee of Bay Area Chapter #2 in California. He is the deputy representative at the VA Hospital, Livermore, for his chapter. He served as state vice chairman, north and as California state chairman; each a two-year term. He was four times selected as chapter Survivor of the Year, and now holds the coveted California State Survivor of the Year award, given for special dedication to our organization. The National president appointed him as VAVS representative for the western half of the United States.

Karl feels his past experience qualifies him for the office of First District Director.

He was serving aboard the *USS Utah* on Dec. 7, 1941 and he spent the rest of WWII on the *USS Detroit*. He was discharged from naval service in Sept. 1979. Karl and Loa have three sons (one sailor, one marine) and a daughter. They have been married over 40 years; and Loa (a former Marine sergeant) is as avid a member as is Karl!

Executive Board Director

EBD #3-86 New Jersey Chapter #2 requested permission to procure and offer for sale a patch containing the PHSA logo to be worn on sport jackets or casual zipper jackets. The description of the requested patch too closely resembles the 3" patch offered for sale by the National Storekeeper. Vote results: Disapproved unanimously.

EBD #4-86 President Stockett has requested that his air fare, hotel room, two days per diem and ground travel be paid by the association for the president to respond to a Government invitation to attend the Memorial Day activities in Washington, D.C., May 26, 1986.

VOTE RESULTS.

Yes: Vice President, Secretary, Treasurer, 2nd, 3rd, 4th, 5th, 7th, and 8th District Directors

No: 1st and 6th District Directors

The following motions were made at the Executive Board Meeting held in Phoenix, AZ, February 22, 1986:

Motion Made by Julius A. Finnern, 5th District Director, to get

KENNETH R. CREESE

Ye Old GRAM Editor
FOR National Vice President

TO ALL SURVIVORS

I wish to express my appreciation for all the cards and phone calls that have come in during Hall's recent illness. They were a great help to both of us knowing that someone really cares.

Hall really wanted to carry on as your national secretary, but the doctors advised him that the stress would be too great for him.

Mr. Robert McClintock has taken over and his address is as follows. All correspondence should be directed to him.

Mr. Robert McClintock
National Secretary PHSA
3215 Albert Street
Orlando, FL 32806

Also, Hall will not be in the running for re-election.

Wishing you all a very good and happy convention in Hawaii. Sorry that we will miss all of you.

We no longer have the P.O. Box. Our address is RT. 2, Box 128-B, Gulf Breeze, FL 32561.

Aloha,
Elsie Pickard
539-7170

Nat'l. Secretary's Message**Chapter Secretaries**

In order to properly administer to membership, this office must receive the reports due as indicated in the Blue Book Forms Distribution.

Keep your officers' roster up-to-date to me. That's the only way I can get information to you.

Membership

If a report is made of a survivor's death on any revision of PHSA Form 15 prior to 1-9-84, please write-in whether or not the spouse wants the *Gram* continued. Remember . . . the *Gram* is expensive and will not be sent automatically. So, make sure it is truly wanted, will be used and appreciated.

A Change of Address

Doctor's orders and an unfortunate illness has caused Hall Pickard to make an unselfish decision to step down as the National secretary.

I have been appointed by President Stockett to serve out the unexpired term.

A move of the office under these circumstances could cause dangerous emotional upheaval in a man as dedicated as Hall. In order to reduce this to minimum, Margie and I went in our truck and personally made the move. It was hard work, but by eliminating the indirectness and impersonal attitudes of moving companies, we hoped to lend a more casual and personally concerned attitude to the task.

It worked well. Elsie and Hall were appreciative and although we left in tears it could have been much worse.

On my birthday, July 27, 1986, the National Administrative Office was set up at the new address:

—Robert McClintock Jr.

permission from the board to grant permission to South Dakota to issue a license plate containing the PHSA logo to bona fide Pearl Harbor Survivors registered in that state as per House Bill #1217 of the State of South Dakota. Seconded by Richard Duran, 1st D.D. **Passed unanimously.**

Motion Made by Julius A. Finnern, that any fund raising proposal this Executive Board deems meritorious be submitted to the Executive Board in the form of an Executive Board Directive with the normal 20-day period to allow for study and obtaining a grass-root feeling from State Chairman. Seconded by Richard Duran. **Motion tabled.**

Motion Made by Richard Duran, 1st District Director, to adopt the program of fund raising, foundation and public relations as presented by Francis P. Havey. Seconded by Julius Finnern. **Passed unanimously.**

(Continued on Page 31)

Ford Island Visit

Mr. Karl A. Johnson
California State Chairman
Pearl Harbor Survivors
Association, Inc.
788 El Rancho Drive
Livermore, CA 94550

Dear Mr. Johnson:

I realize you were expecting a reply from LCdr. Taylor, the Third Fleet, Public Affairs Officer but there have been some changes that now require my action in this matter. I apologize for the confusion.

Due to recent enhancement of base security coupled with a reallocation of available transportation and manpower resources, the Navy has been forced to curtail general visiting to Ford Island. However, it is our judgment that your request should be approved on a case basis. We will therefore en-

deavor to coordinate the visit of your group to the USS Utah Memorial on 5 December 1986.

I understand your group will be consolidated and able to arrive in a van. This would be the most workable arrangement. We can provide a vehicular tour of the Naval Base in your van, followed by a visit to Ford Island and the USS Utah Memorial.

Please contact my office as your visit approaches in order to finalize details. You can contact me or my Community Relations Officer, J02 Warren Patton at 808/471-0281.

We look forward to your December visit.

Sincerely,
/s/ RYLAND T. DODGE, III
Lt. Cmdr. USN
Public Affairs Officer

Back to Base in Hawaii

For "Back to Base" visits for Navy men who were attached to ships in Pearl Harbor on December 7, 1941, we are planning for reservations on commercial Pearl Harbor cruise boats.

They leave from Kewalo Basin, Honolulu, proceed along the coast of Oahu to the entrance of Pearl Harbor, then sail into the harbor, pass the entrance of West Loch, "Nevada Point," then proceed around Ford Island, passing the seaplane ramp and hangars, then on past the *USS Raleigh* and the *USS Detroit*, the East Loch where the destroyers were moored, on around the island to where the battleships were tied up on that day of infamy. Then past the 1010 dock and on out to sea again and back to Kewalo Basin.

There will be morning and afternoon cruises each lasting approximately three hours. The cost will run about \$10 per person.

Please let us know if you wish to take either of these cruises and the number in your party, so we can make reservations.

Send in requests for reservations to: Joe Niemetz — National Convention Coordination.

Pacific Fleet Disposition

0800A.M., 7 Dec. 1941

(EXCEPT SHIPS AT PEARL HARBOR)

At 21-11 N, 161-00 W, the *Enterprise* (CV 6), *Northampton* (CA 26), *Chester* (CA 27), *Salt Lake City* (CA 25), *Balch* (DD 363), *Maury* (DD 401), *Craven* (DD 382), *Gridley* (DD 380), *McCall* (DD 400), *Dunlap* (DD 384), *Benham* (DD 397), *Fanning* (DD 385), *Ellet* (DD 398) was designated "Task Force Eight." Location was about 200 miles west of Pearl Harbor returning from Wake Island.

Ships consisted of the following types: one aircraft carrier, three heavy cruisers, and nine destroyers.

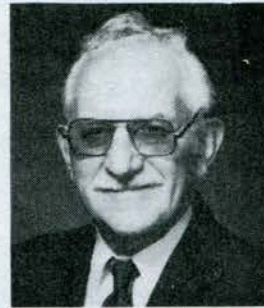
At 23-30 N, 170-30 W, the *Lexington* (CV 2), *Chicago* (CA 29), *Portland* (CA 33), *Astoria* (CA 34), *Porter* (DD 356), *Drayton* (DD 366), *Flusser* (DD 368), *Lamson* (DD 367), *Mahan* (DD 364) was designated "Task Force Twelve." Location was

(Continued on Page 6)

REMEMBER PEARL HARBOR - KEEP AMERICA ALERT

THE CHARLES BLAZEK CHAPTER OF WISCONSIN

recommends



JULIUS A. FINNERN

for

NATIONAL PRESIDENT

of

PEARL HARBOR SURVIVORS
ASSOCIATION, Inc.

and sends

Best Wishes for a Successful
45th Anniversary Reunion

in

Honolulu, Hawaii

PEARL HARBOR SURVIVORS ASSOCIATION, INC.

Mystery Man Peter Tomich Earned Medal of Honor

—Reprinted from Navy Times
Dated 23 December 1985

By WILLIAM KREH

In the weeks following the Japanese attack on Pearl Harbor, 44 years ago this month, countless tales of heroism and self-sacrifice surfaced. A total of 15 Navy men were awarded the Medal of Honor for valor that December Sunday morning, many of them posthumously. One of those who died earning the medal was a chief petty officer whose background is shrouded in mystery and whose medal has never been claimed.

He was known as Peter Tomich, a ruddy-faced, brown-haired chief watertender assigned to the former battleship *USS Utah*, which had been converted to a target ship and was moored northwest of Ford Island on Dec. 7, 1941.

The *Utah* was hit by two torpedoes from attacking Japanese planes and began to list rapidly.

The order was given to abandon ship.

But Tomich, up on deck, pushed his way back through the men who were scrambling to get over the side and headed for the nearest hatch, yelling that he had to get down to his men and his boilers before they blew up.

He got his men out of the engine room safely and secured the boilers, but then refused to leave his post as the badly damaged *Utah* rolled over in the water.

Chief Tomich is still at his post within the scorched hulk of the *Utah* that today lies awash off Ford Island. He and 53 other *Utah* men never made it out of the ship.

Tomich's devotion to duty and heroism didn't go unnoticed. He was awarded the Medal of Honor on March 4, 1942, by President Franklin D. Roosevelt.

(Continued on Page 14)

Prayer for the Dead

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

JAMES W. WILSON
USS Pennsylvania
Palmdale, CA

VICTOR J. COUTURE
Submarine Base
Hampton Bays, NY

HOMER G. VADER
Schofield Bks.
Fulton, NY

LUTHER C. GILLESPIE
USS Nevada
Drasco, AR

VINCENT SARNACKI
USS Whitney
Utica, NY

MARTIN P. SCHULUETER
USS Cummings
Fremont, CA

WILLIAM E. MILLER
Schofield Bks.
Snohomish, WA

PAUL E. PARTAIN
Wheeler Field
Stockbridge, GA

HENRY H. RAYMOND
USS Argonne
Scottsdale, AZ

CHARLES PASSARELLO
Schofield Bks.
Auburn, NY

JAMES G. LAMB
U.S. Navy Yardcraft
Toledo, OH

JAMES M. STORY
Navy Dispensary
San Diego, CA

A.E. (RED) PHIPPS
Kaneohe Bay
San Diego, CA

LEONARD K. LAHM
Schofield Bks.
Joplin, MO

CHARLES NEIDERER
Schofield Bks.
Hanover, PA

FELIX A. BONTEMPO
USS Rigel
Bremerton, WA

WILBUR K. HUNT
Hickam Field
Marion, KY

GORDON K. NELSON
USS Rail
 Fargo, ND

ALBERIC A. BERUBE
Schofield Bks.
Saco, ME

ALEXANDER BONDRANKO
USS Blue
New Market, VA

FRANCIS T. MEISNER
USS Ralph Talbot
Seattle, WA

CHARLES J. SANDERSON
USS Helena
Galveston, TX

DONALD VANDER VEEN
USS Dewey
Sacramento, CA

BLAKE LISTON
Fort Armstrong
Tijeras, NM

BENJAMIN L. CUMMINGS
U.S. Marines
Royse City, TX

O.A. FINNEY
Schofield Bks.
Ellendale, ND

MICHAEL J. LEWANDOWSKI
USS Honolulu
Suffield, CT

FRANK J. ARMAS
Ford Island
Antioch, CA

JOSIAH K. HUMPHREYS
Ewa Air Base U.S. Marines
Long Beach, CA

LOUIS P. MIETZ
USS St. Louis
Pennsauken, NJ

HOWARD O. HINRICHS
USS Honolulu
Port Angeles, WA

CHESTER D. BALLINGER
U.S. Marines 4th Def. Bat.
Exeter, CA

WILLIAM E. BAKER
Schofield Bks.
Salt Point, NY

EDWARD J. MOUTRAY
Schofield Bks.
Troy, NY

(Continued on Page 34)

Everett Raymond Glover, Jr.

Everett Raymond Glover, Jr. was born in Pittsburg, Kansas on May 3, 1918. On May 3, 1986 his ashes were scattered upon the waters of Port Susan Bay in Puget Sound of Washington state.

He is survived by his wife, Gladys; sons Jim, Steve and Ed; daughters Marilyn and Janice and seven grandchildren. Survivors also include his mother, a brother and a sister.

Ray joined the Navy on October 5, 1938 and went through Boot Camp at Great Lakes Naval Training Station. He was then assigned to duty on the battleship *USS West Virginia* and was aboard the "WEE-VEE" in Pearl Harbor on December 7, 1941. After the attack he was assigned to the *USS Reid* for a short period of time and then was sent to the East Coast for the commissioning of the *USS Massachusetts*. He spent the war years in the Atlantic, Africa, Casablanca and in the Pacific area from New Caledonia to Japan. He was a member of a landing party in Japan and after the Peace Treaty was signed, he was transferred to the gun factory in Washington

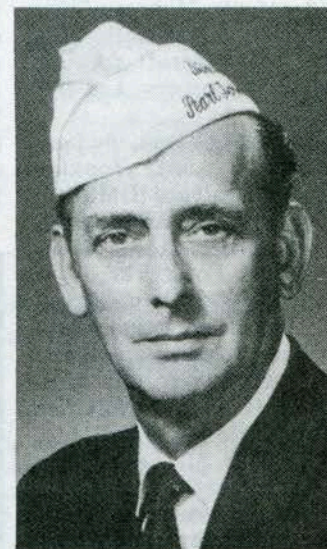
D.C. where he served as an instructor. On December 6, 1946 he was discharged as CGM at Treasure Island, California.

In addition to the PHSA Life Membership, he was a Past Master of Yancey Blalock Masonic Lodge, a member of the Scottish Rite, Nile Temple of the Shrine, Nile Temple Legion of Honor and the Nile Golf Club. He was also a member of the *USS West Virginia* Reunion Association, the *USS Massachusetts* Reunion Association, and the Port Susan Camping Club and the United Association of Plumbers and Pipefitters.

Ray was instrumental in forming the Seattle Chapter of PHSA and was elected the Chapter's first Treasurer in 1965. He served as Chapter President for the years 1967 and 1968; District Director in 1969 and 1970 and was elected National President in New York in December 1970.

Ray Glover was active in so much of the Pearl Harbor Survivors activities on both the national and chapter levels. He leaves a legacy of love and devotion to both his family and friends and to all PHSA peo-

ple. On April 21, 1986 his untimely death from a sudden heart attack while playing golf on the Shrine Golf Course near



Everett Raymond Glover, Jr.

his home leaves the PHSA world in shock and disbelief. Looking back now, we can only say — He Lived — He Loved — He Laughed, and he made us all proud to say forever —

**"He Was a Friend—
a Very Dear Friend"**

PHSA Members Mark Anniversaries

50th Anniversary

James H. (CINCPAC) and Roberta Moe, 3900 Hillcrest Lane, Sacramento, CA 95821 — November 21, 1986.

45th Anniversary

Thomas N. (Kaneohe Bay) and Vera M. Hall, 124 La Lomita Dr., Escondido, CA 92026 — July 12, 1986.

Robert E. (*USS Pennsylvania*) and Dixie J. Jones, Rt. 4 — Box 382A, Guthrie, OK 73044 — September 20, 1986.

Robert M. (*USS Solace*) and Dorothy Bradley, 175 Locust Ave., Mill Valley, CA 94941 — October 16, 1986.

Paul (*USS Tennessee*) and Barbara Fields, 2431 Chatwin Ave., Long Beach, CA 90815 — January 24, 1987.

40th Anniversary

Donnie P. (4th Def. Bn. USMC) and Lucy Gentile, 304 Mason Run, Pine Hill, NJ 08021

Fleet Disposition . . .

(Continued from Page 4)

about 460 miles from Midway Island enroute Midway. Ships consisted of the following types: one aircraft carrier, three heavy cruisers, and five destroyers.

Off Johnston Island, the *Indianapolis* (CA 35), *Hopkins* (DMS 13), *Southard* (DMS 10), *Dorsey* (DMS 1), *Elliot* (DMS 4), *Long* (DMS 12) was designated "Task Force Three." It consisted of the following type ships: one heavy cruiser and five destroyer-minesweepers.

At 21-N, 158-W, the *Minneapolis* (CA 36), *Chandler* (DMS 9), *Hovey* (DMS 11), *Boggs* (DMS 3), *Lamberton* (DMS 2) was in the Fleet Operating Area, 25 miles south of Oahu. Following types: one heavy cruiser and four destroyer-minesweepers.

At Honolulu, the *Antares* (AKS 3), stores issue ship; the *Vega* (AK 17), cargo ship.

At Lahaina Roads, T.H., the *Seagul* (AM 30), minesweeper; the *Arctic* (AF 7), stores ship. At degaussing range.

At Mare Island Navy Yard, the *Clark* (DD 361), *Cushing* (DD 376), *Perkins* (DD 377),

(Continued on Page 35)

— August 3, 1986.

Richard (*USS Phoenix*) and Florence Trent, 837 Ratcliff Dr. SE., Salem, OR 97302 — January 2, 1986.

Tom W. (Fort Kamehameha) and Ava P. Merchant, 800 State St., Apt. 165, West Columbia, SC 29169 — June 8, 1986.

Ralph E. (*USS Raleigh*) and Evelyn M. Daniels, 257 Haviland Rd., Chesapeake, VA 23320 — November 27, 1986.

Harold E. (*USS Maryland*) and LaVonne Winger Sr., 1435 Lampman Ct., Cheyenne, WY — August 11, 1986.

Eugene (21st Inf. Schofield Bks.) and Carmella Wittig, 2635

16th Dr. R.R. 2, Friendship, WI 53934 — October 26, 1986.

Chester (*USS Tennessee*) and Mary B. Gapa, 605 Roseland Ave., Williamstown, WV 26187 — September 7, 1986.

Edward (*USS Swan*) and Florence Beck Sr., 3549 Nstrand Ave., Brooklyn, NY 11229 — April 22, 1986.

Julia A. (*USS Monaghan*) and Inge Finnern, W150-N8322 Saxony Dr., Manomonee Falls, WI — December 17, 1986.

Oscar (*USS California*) and Lucille Svensen, 2453 Mill Run Blvd., Kissimmee, FL 32743 — December 7, 1986.

Glenn D. "Jack" (*USS Rigel*)

and Helen Matson, 1134 Cherokee Dr., Kissimmee, FL 32743 — December 19, 1986.

Robert "Kim" (*USS Osceola*) and Velma Kimbrell, 3232 Palm-dale St., Las Vegas, NV 89121 — April 4, 1987.

35th Anniversary

Robert W. (23rd MAT SQ. Hickam Field) and Ann L. Stanley, 426 Chickasaw Trail, Shreveport, LA 71107 — October 26, 1986.

Valek P. (*USS Preble*) and Laura Misky, 2246 East Houston St., San Antonio, TX 78202 — June 10, 1986.

Special License Plates Authorized

The Nebraska State Legislature during the 1986 session, passed a bill that authorized a special motor vehicle license plate for Nebraska residents, who are survivors of the Japanese attack on Pearl Harbor. The bill became law on July 17, 1986 and in ceremonies at the state capitol in Lincoln, Gov. Bob Kerrey, Congressional Medal of Honor winner for Navy SEAL team action in Vietnam, presented "Pearl Harbor Survivor" license plate #1 to Ralph Naslund of Beatrice, Nebraska.

Naslund, in the U.S. Army Air Corps at Hickam Field on Dec. 7, 1941, was appointed Nebraska's first state chairman on Dec. 1, 1965 by then-National President Gene Lindsay. Ralph formed and eventually chartered the Nebraska chapter in October 1966 with eight charter members.

At the spring chapter meeting in 1985 the membership decided to embark on this project. One member wrote up the bill, another had his two state senators introduce it, a few members appeared before the hearing

committee in early January 1986 and the bill was accepted onto the legislative agenda. The membership's letter writing campaign to their district senator accomplished their goal, as the bill passed through four separate readings and became a law.

The Nebraska chapter membership was down to 82 members, but with publicity of the pending bill and final passage, many Pearl Harbor survivors are coming forth to meet and get reacquainted with old shipmates and buddies. Membership will increase by 50% before the project is complete.

This license plate will be a mobile "ever present reminder" to the state and the nation of the PHSAs motto, "Remember Pearl Harbor — Keep America Alert."

This is the second project of the Nebraska chapter to keep alive the memory of our shipmates, who died that "Day of Infamy." In November 1982, the Bo Wilson Nebraska Chapter placed a 1700 pound granite bench beside a reflective pool on the Centennial Mall in front of the state capitol in Lincoln, which commemorates the Nebraska Chapter, the Pearl Harbor Survivors Association and Dec. 7, 1941.

What will the third project be??? Only time will tell!!!!

—Burt Amgwert
Nebraska State Chairman



Pictured from left to right — Nebraska Gov. Bob Kerrey, Nebraska State Chairman Burt Amgwert, First Nebraska State Chairman, Ralph Naslund.
Photo AP Laser Photo by Harald Dreimanis

NEW MEMBERS

The third quarter of 1986 closed with many new members joining PHSA.

Congratulations to all who have helped achieve this excellent increase in membership since the first quarter of 1986.

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

DISTRICT

	Total
1— 21	260
2— 9	77
3— 35	133
4— 11	96
5— 10	71
6— 17	200
7— 23	151
8— 8	96
Foreign	1
Total	1085

STATES

CA 20	243	GA	2	12
FL 10	117	KS	2	12
NY 6	48	AL	9	11
TX 5	47	ID	9	10
NE 25	43	UT	3	10
VA 5	41	LA	0	9
WA 8	36	NV	0	8
AZ 4	33	NH	0	8
MO 2	28	SC	1	8
OH 2	28	HI	0	7
OR 1	28	IA	3	7
PA 4	28	ME	9	7
CO 2	23	NM	0	5
IL 2	23	OK	0	5
NJ 3	23	WV	1	5
MA 2	19	CT	0	4
KY 2	18	RI	0	4
NC 1	17	MS	0	2
TN 1	16	MT	0	2
MD 3	15	AK	1	1
MI 4	15	DE	1	1
MN 2	15	SD	1	1
AR 4	13	VT	0	1
IN 2	13	WY	0	1
AUS 1	1	ND	0	1

Total new members this quarter
 135

Total new members since 12-7-
74 1085

New Members for the period of 6-86 to 8-86 . . .

- SCOTT, George F.
 Adrian, MI 49221
 (86th Obs. Bellows Field)
- BARLEY, Wesley H.
 Auburn, CA 95603
 (USS Honolulu)
- BUTLER, Joseph L.
 Grayville, IL 62844
 (USS Honolulu)
- DEMPSEY, Chandler F.
 Gordonville, TX 76245
 (55th C/A Ft. Kamehameha)
- FERRER, John
 Washington, PA 15301
 (35th Inf. Schofield Bks.)
- ARP, Robert R.
 Gaston, NC 27832
 (55th C/A Ft. Ruger)
- CHASE, John M.
 Massena, NY 13662
 (Sig Corp, Hickam Field)
- STEWART, Hugh L. Jr.
 Land O'Lakes, FL 33539
 (16th C/A Ft. Ruger)
- BARSELL, Walter S.
 Wahoo, NE 68066
 (Rec Station Pearl Harbor)
- COOK, Raymond N.
 Phoenix, AZ 85017
 (VP-25 Ford Island)
- DIBERNARDO, Joseph G.
 Lemon Grove, CA 92045
 (USS California)
- FRANCIS, Richard J.
 Dogpatch, AR 72648
 (USS New Orleans)
- BARKELY, Earl F.
 New Waterford, OH 44445
 (USS Whitney)
- CRAGG, Donald J.
 Grayling, MI 49738
 (4th BN. U.S. Marines)
- REKASIE, Walter S.
 Pittsburgh, PA 15212
 (4th Def. Bn. U.S. Marines)
- BRANDES, Earl L.
 Central City, NE 68826
 (2nd Marine Div Navy Yard)
- CONNER, Glenn H.
 Ionia, MI 48846
 (USS Maryland)
- LILES, Dexter M.
 Vancouver, WA 98662
 (USS Nevada)
- OPENSHAW, June
 Clearfield, UT 84015
 (USS St. Louis)
- MONZ, Frank H.
 N. Lindenhurst, NY 11757
 (64th C/A Fr. Shafter)

- RAY, Ernest R.
 Cedar Glen, CA 92321
 (USS Nevada)
- ALTHOUSE, David G.
 Toledo, OH 43614
 (USS California)
- BIXENMANN, George A.
 Columbus, NE 68601
 (11th Ord. Schofield Bks.)
- CRAWFORD, John W. Jr.
 Columbia, PA 17512
 (USS Dobbin)
- DUNN, Clifford A.
 Memphis, TN 38128
 (USS Oklahoma)
- Goertler, Robert F.
 Williamstown, WV 26187
 (USS West Virginia)
- ANDERSEN, DICK R.
 Murray, UT 84107
 (Naval Air Station)
- BUSMA, John H. Jr.
 Mountain View, CA 94040
 (USS Medusa)
- LaROCHE, William H.
 Melbourne, FL 32902
 (27th Inf. Schofield Bks.)
- McCREA, James F.
 Salt Lake City, UT 84103
 (USS Maryland)
- PALARKIS, William S.
 Denver, CO 80221
 (USS Phoenix)
- PETERSON, Carl E.
 Duluth, MN 55811
 (USS West Virginia)
- ROSS, John W.
 Omaha, NE 68105
 (11th Bomb Grp. Hickam Field)
- ANGRICK, Fred E.
 San Francisco, CA 94127
 (USS Oglala)
- BRENNAN, Thomas V.
 Lincoln, NE 68522
 (13th F/A Schofield Bks.)
- CURLEY, Thomas E.
 Avalon, NJ 08202
 (4th Def BN. U.S. Marines)
- FABER, Gerald E.
 Des Moines, IA 50311
 (USS Solace)
- GROSS, Robert F.
 Farmers Branch, TX 75234
 (USS Tennessee)
- BEELER, Moses I.
 Louisville, KY 40218
 (USS Cassin)
- DIETRICH, William H.
 Grand Island, NE 68803
 (USS Maryland, Marine Det.)

- HONEYCUTT, Buster I.
 Big Lake, AK 99652
 (USS Case)
- YAKLOWICH, Joseph F.
 Fleetwood, PA 19522
 (USS Pennsylvania)
- FARRAGUT, Floyd F.
 Orange Park, FL 32073
 (Pat WG 2 — Ford Island)
- HOUSTON, Robert M.
 Goshen, NY 10924
 (USS Ash)
- LEAMAN, Robert E.
 Mason City, IA 50401
 (USS Helena)
- PARRISH, Hughey O.
 Tacoma, WA 98444
 (Naval Hosp. Pearl Harbor)
- SIMS, Carl C.
 Bethesda, MD 20817
 (MP Co. Ft. Shafter)
- HABERMAN, Ivan E.
 Redding, CA 96003
 (USS Castor)
- HARRIS, George W.
 Tampa, FL 33612
 (4th Def. Bn. U.S. Marines)
- HOLMES, Russell O.
 Houston, TX 77055
 (Ford Island)
- LaGRONE, Edmond E.
 Freeport, TX 77541
 (USS Nevada)
- MASULLO, Frank J.
 Stoneham, MA 02180
 (11th F/A Schofield Bks.)
- MOORE, Charles D.
 Flemingsburg, KY 41041
 (97th CA Schofield Bks.)
- RIEPE, Ernest E.
 Big Pine Key, FL 33043
 (USS Nevada)
- MITCHELL, David R.
 Largo, FL 33544
 (MP Co. Ft. Shafter)
- CARDINALE, Vincent L.
 Baltimore, MD 21224
 (21st Inf. Schofield Bks.)
- FIDDOCK, Edward S.
 NSW 2115 Australia
 (USS Dobbin)
- IRRGANG, Lyman C.
 Nicollet, MN 56074
 (USS Narwhal)
- MILLER, Raymond A.
 Culbertson, NE 69024
 (11th Bomb Grp. Hickam Field)
- PRICE, Norman B.
 Aberdeen, WA 98520
 (USS Worden)

(Continued on Page 10)

History of the USCG Cutter Taney

—Reprinted from The Paso Robles Country News

By WARREN HARTMAN

"This is not my story," says Pearl Harbor survivor Warren G. Hartman. "It is the story of a ship that has served from 1936 to the present."

After completing training at the U.S. Coast Guard training station, Port Townsend, Washington, 1940 (now a U.S. customs station), my first assignment was the *USS Shoshone* C.G., 250 ft., 2000 ton cutter, which was returning from a three month weather patrol in Alaska and enroute to Alameda. This ship was later sunk in Europe.

When I arrived in Alameda, I was assigned to the Hawaiian Sea Frontier with 20 other new recruits, most of whom went aboard the *USS Taney*. C.G. *Taney* was built in 1936 along with six other (clones, sister ships) of her hull design, for law enforcement work with the U.S. Coast Guard, under Federal Treasury Dept. The original plans were of a U.S. Navy gunboat, but specifications were increased to suit further needs, and an advance designed ship was born. Her length of 330 feet and 2700 tons put *Taney* in the destroyer class, but was short on speed, at 20 knots, and no torpedoes. Tremendous 7,000



Warren Hartman

horse power, through twin turbines gave her stamina and endurance for salvage work, still having the original steam plant today which gives cruising range of 8300 miles. Her hull is 3/8 inch plate, which is unique in

itself. Sister ships are listed as follows: *USS Hamilton*, sunk 29/1/42; *USS Spencer*, retired as an engineering school; *USS Campbell*, decommissioned 4/82; *USS Duane Portland*, ME; *USS Ingham*, Portsmouth, VA; *USS Bibb*; New Bedford, MA, leaving yet four treasury class cutters in active service this date!

I have a few pre-war memories like when a four foot Swastika was painted as a prank on the bow; Holy stoning (cleaning) the teakwood decks at 6:00 a.m.; swinging a hammock topside hot nights; our mascot "Soogie," a tailless terrier, making liberties with us; delivering 500 cases of beer to Midway Island and only 490 arrived; catching 200 lb. sea turtles off Kings Reef; making landings through the surf in 22 foot whale boats; Gooney birds so thick on atolls that walking was difficult; catching sharks at night with a flood light off the stern; initiations at the equator. Remember "San Antonio Rose," "You Are My Sunshine" and "Blueberry Hill" on all the juke boxes?

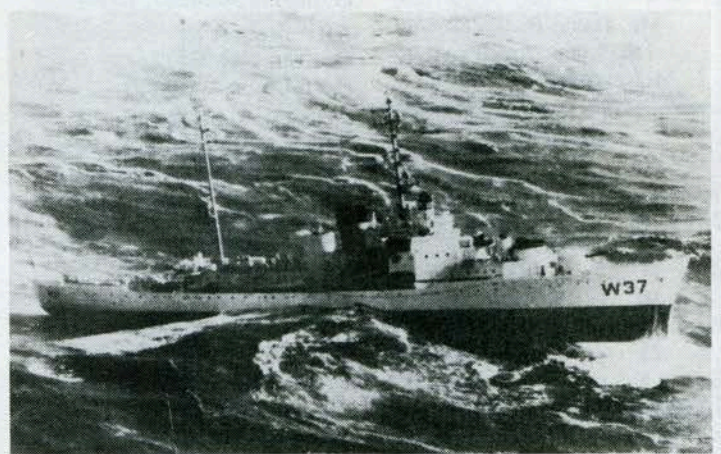
About 15 of us were trained for search and seizure details of narcotics on incoming ships from the Orient, working with the U.S. Customs officers. A 15,000 ton passenger ship often took all night to "shakedown," and an additional 10 men from *USS Tiger* and *Reliance* would assist.

The *Taney* would sometimes meet incoming oriental ships 10 miles at sea and escort them into Honolulu, watching for "narco" drops to local fishing boats and pleasure yachts.

Other peacetimes duties consisted of drills in collision, gunnery, fire, abandon ship, boarding parties, signaling, first aid, seamanship and rescue. Our time at sea consisted of gathering weather station data in a chain of islands on the equator: Christmas, Johnson Howland, Baker, Jarvis, Palmyra and as far northwest to Midland Island. This covered an area of 20,000 square miles. Our area of jurisdiction was in aiding ships in distress and enforcing laws.

In August of 1941, the U.S. Coast Guard was adopted by the

U.S. Navy. the *Taney* and six others, consisting of *P.C. 400*, *P.C.403*, the *USS Reliance*, the *USS Tiger*, *USS Walnut* and the *USS Kukui* all went into the shipyard at Pearl Harbor for upgrading of armament within the next five months since naval intelligence was alerted of impending disaster. *Taney* armament was quadrupled, which made it necessary to remove two of her four whale boats, and also add ten 20-man life rafts for survival supplement.



At this time, *Taney's* inside hull was spray-galvanized as an experimental process to lengthen the hull life. In 1980, the hull was drill tested in drydock and wear was minimal. This process is now an accepted standard, in some military ships.

Out of 100 war ships in the Pearl Harbor attack, the *USS Arizona* (a national shrine), and *Taney* remain in commission today, and *USS Taney* is the only ship still in continual active duty. She served well in three wars including Korea and Viet Nam as anti-submarine escort, amphibious flagship to the Pacific and Atlantic, and on several occasions, was awarded the big "E" for efficiency by Bureau of Ships, U.S. Navy, a coveted award!

The good years of 1940 and 1941 faded too soon, and war came on December 7th. *Taney*, then only five years old, was attached to the Destroyer Division 80, when O.O.D. Lt. Erickson, ships flight officer, was notified that the destroyer *USS*

Ward fired shots at 0720 sinking a sub off Pearl Harbor approach, and probably were the first shots of World War II.

Commander Olson, now Retired Admiral, recalled all ship's personnel, and battle stations were manned and in action at 0755 hours when the attack came. The first wave lasted perhaps 50 minutes and withdrew with the second attack following even heavier. Her 5" guns could not elevate sufficiently to be of value, but her four 3" anti-aircraft and 50 cal.

M.G.s laid down a deadly barrage which, in one case, diverted bombing of Oahu's power plant, but out of range of the holocaust.

December 8, *Taney* stood off Pearl Harbor entrance on sub-patrol and made seven sub contacts through December 14, dropping depth charges on all occasions. A probable kill was credited at 2043 hours December 10, three miles 183° from Aloha Tower.

Taney was at sea 88 days out of the first 100 days of WW II and though slower than destroyers, proved efficient as anti-sub hunter. Her sister ships all proved efficient in the battle of the Wolf Packs in the Atlantic Theater. In 1943, *Taney* was sent back to Alameda after logging 1/4 million miles of South Pacific convoy and support duty, for general upgrading and overhaul.

Once again her armament was increased to four 5" 38 and four

(Continued on Page 32)

HARD TO BELIEVE

Catherine Uhland, a White Cap in Statue of Liberty Chapter, received her membership card and welcome to the Pearl Harbor Survivors Association last week. This, in itself, is believable but please note who sent her the membership card and welcome to our Associa-

tion. It was mailed by John C. Berlier, then secretary/treasurer in 1972, only 16 years ago, with a copy of the July issue of the 1972 *Gram*, and an invitation to join the membership in the Nation Office Convention. Daniel S. Fruchter Past New York State Chairman

A Memorial Day Special

—Reprinted from Northlake News

By OSCAR ROLOFF

Three years ago, prior to Memorial Day, I ran across an intriguing inscription on a grave marker in Kirkland's cemetery: "In memory of Thomas Luther Smith CBM of *USS Argonaut*, 1900-1943 — Lost at sea in line of duty in South Pacific — a veteran of 20 years."

Good grief! What is buried there, certainly not his remains? Maybe a piece of his uniform, a photograph, maybe nothing.

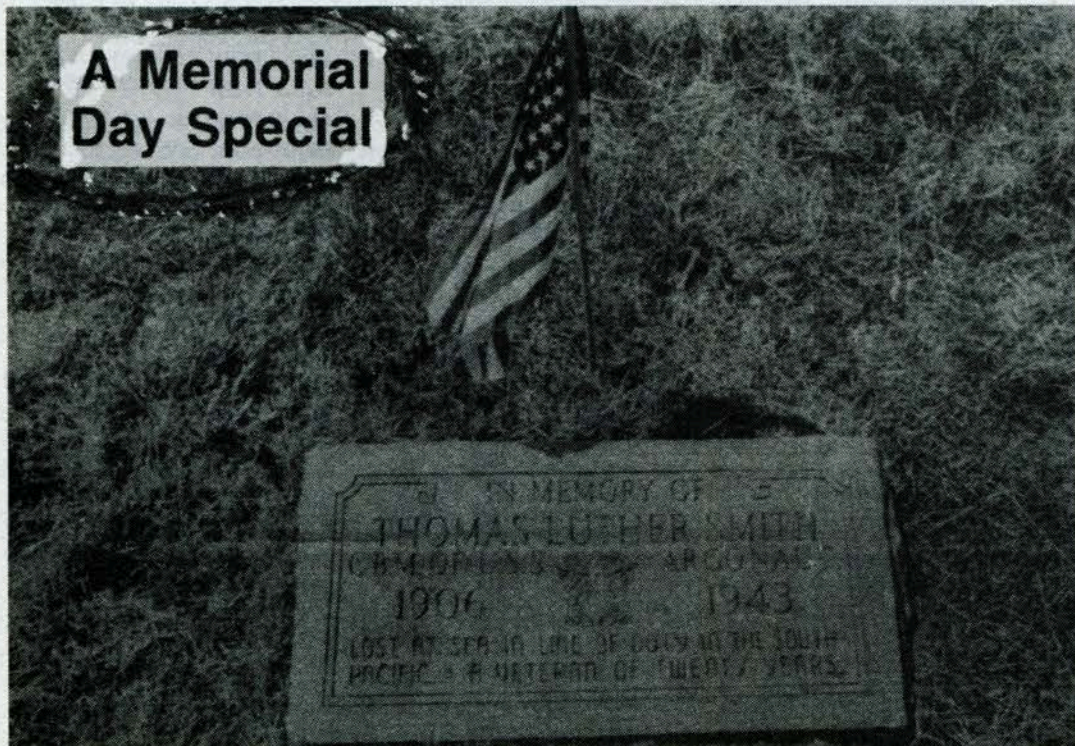
Curious, I asked the city hall for particulars on the grave site. Who was the person who purchased the plot? "We don't know," came the reply.

Mystified, I asked Al Hoffman, long-time caretaker, who said all he knew was that each Memorial Day an unknown lady arrives, places flowers at the grave, then departs.


"Would you watch this Memorial Day?" I asked Al, "and let me know who the lady is? I'd like to do a story on the man."

"Certainly," came the reply. On that Memorial Day Al briefly left the site area to have a bite to eat. Upon his return, the flowers were there.

The next year again I asked Al to keep a lookout. He did. But when called to his nearby house for a phone call Al returned to find flowers at the site.



The grave marker of Thomas Luther Smith



Pearl Harbor Survivors Association, Inc.
 NATIONAL OFFICE
 4209 Brown Road
 INDIANAPOLIS, INDIANA 46226


CATHERINE TAYLOR UHLAND
 1381 Ackerson Blvd
 Bayshore, NY 11706
 127 A1

Dear Catherine:

It is with great pleasure that we welcome you into the PEARL HARBOR SURVIVORS ASSOCIATION, INC.

Enclosed is your membership card, the latest issue of the Pearl Harbor Gram, our quarterly publication, and your National Constitution.


PEARL HARBOR SURVIVORS ASSOCIATION
 JOHN C. BERLIER
 Secretary-Treasurer
 4209 Brown Road
 Indianapolis, Indiana 46226



UHLAND, CATHERINE TAYLOR
 1381 Ackerson Blvd
 Bayshore, NY 11706

Pearl Harbor - Gram

Official Publication Of The
 Pearl Harbor Survivors
 Association, Inc.



National Office — 4209 Brown Road
 Indianapolis, Indiana 46226

OUR MOTTO: Remember Pearl Harbor - Keep America Alert

Published Quarterly Our Third Second Issue July, 1972

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

I wrote a brief story for the local newspaper, asking if readers knew who the flower lady was. The Associated Press used the plea, too.

That night a lady called and said "Your flower lady is Edith Gisle."

It so happened that I knew her. "Thomas was my brother," she said. "When he returned home on leave in 1942 Tom told me that he didn't expect to survive the war."

Upon returning to his sub at Pearl Harbor, the underwater ship sailed off in the direction of the Rising Sun.

"On February 14, 1943 (St. Valentine's Day)," Edith said, "I received a brief telegram from the Navy, telling me that Tom had been lost at sea."

It was shortly afterward that Edith placed a grave marker in the cemetery and began her yearly pilgrimage to place flowers on the grave site. There's nothing else at the site, she said.

I began to wonder about Tom. How did he die? If the Japanese sank the sub, was it by bomb, torpedo, depth charge or by ramming? There were many unanswered questions. Edith too, wanted to know. Did her brother manage to escape and swim to a nearby island to later die or be captured? Or was he callously machine-gunned while

— Photo by Oscar Roloff.

(Continued on Page 35)

Lake's Wheeled Sub Tracked to Russia

By OSCAR ROLOFF

The April issue of *Reader's Digest* contains a scary story about Spetsnaz, the Russian sinister strike force.

Revealed for the first time, they consist of an elite, hand-picked, highly paid and envied group — formed to probe the intelligence and military reflexes of the free countries — plus for initial use in the event any country is caught napping, military-wise.

Here's how the force gets around. They use a number of small subs able to travel on the seabed with tank-like treads affixed to the sub's lower sides.

Want to conjecture how they got the idea of using such a sub? From the U.S. Where else? We gave it to them.

For that, we go back to around 1900 and U.S. inventor Simon Lake — who kept putting around and building various kinds and shapes of submarines.

To one type of sub (Argonaut), Lake added large wheels. This permitted the sub to successfully roll along on the bottom of a body of water. He had installed two wheels of solid cast iron that were 10 feet high, were toothed like giant copper-wheels and were mounted on each side of the hull. A small-tail wheel was under the stern.

The wheels were powered by a gas engine also used when the sub was on the surface, and worked fine in shallow water.

Not engendering much interest in this country with his novel sub, Lake turned to Russia. The latter looked over the unusual sub, liked what they saw and ordered five.

Although the five were not used in the Russo-Japanese War of 1904-1905, the Russians kept a cloak of secrecy about her potential use of them.

Lake, who invented the periscope, had added one to each sub. Russia liked that too.

Time passes on.

From here on, we know nothing more about the five "wheeled" U.S.-built Russian subs. No doubt, though, they tinkered with the propelled underwater vehicle and mod-

ified it by installing tank-like treads.

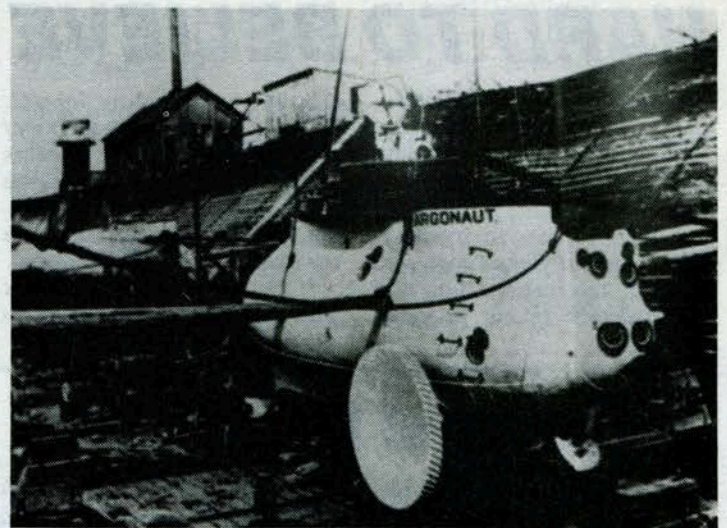
In recent years the claw-like treads have been spotted near Gibraltar, the cutting-off place for ships to enter or leave the Mediterranean Sea. During World War II we had sub nets across the narrow entranceway to keep the German ships out.

The claw marks have also been observed near Japan's naval bases.

But listen to this! Two years ago the Swedish Army, using machine guns and hand grenades, stopped cold a group of Russian Spetsnaz frogmen near a naval base. They reportedly had landed via one of the "tracked" subs.

Remember too, not too long ago one of their subs ran aground near a Swedish naval base. Repeatedly, they are seeking out potential landing sites along the Swedish coast. No doubt, along other coastlines too. Ours?

Underwater, the "tracked" subs run right up to the beaches and let out their skilled



Sub builder Simon Lake's Argonaut — Five were sold to Russia.

Photo courtesy of Oscar Roloff.

saboteurs. In turn, the expertly trained men are ready to kill the defenders via gun and poison gas, take over vital military installations and "man" them.

Once a group crept underwater to within a mile of Sweden's Royal Palace.

Wonder what would have happened if the frogmen teams had captured the royal family and held them for ransom — and other teams had captured leaders of the government and military? What would the free world

have done? Bluster a bit and do nothing — or go to Sweden's defense?

Don't think for one moment that Russia is incapable of undertaking such a move.

Anyhow, it's possible that Lake, an American, gave Russia the nucleus of an idea of coming up with the ominous "tracked" sub. It's potential danger for all free countries.

Too bad Lake didn't receive more attention and encouragement at home.

New Members . . .

(Continued from Page 7)

TOONE, Thomas O.
Higden, AR 72067
(USS California, Marine Det.)

HANSON, Reuben H.
Tustin, CA 02680
(Ewa Air Base — MCAS)

HESS, Norman B.
Perkiomenville, PA 18074
(34th Engr. Schofield Bks.)

JENKINS, Robert E.
Olympia, WA 98506
(USCG Tiger)

LAITNER, George
Bellevue, NE 68005
(USCG Taney)

McADAMS, Willis T.
Truckee, CA 95734
(USS Helena)

MUSIAL, Joseph
Miami, FL 33145
(4th Recon. Sqd. Hickam Field)

RUNGE, Kenneth G.
Milford, DE 19963
(89th F/A Schofield Bks.)

MOORE, Thomas C. Jr.
Atlanta, GA 30339
(3rd Def BN. U.S. Marines)

CONSTANDE, Stephen
Portland, OR 97230
(4th Obs. Sqd. Hickam Field)

HEIDERMAN, Frank L.
Norfolk, NE 68701
(98th C/A Schofield Bks.)

KING, Fred F.
Greer, SC 29651
(19th Inf. Schofield Bks.)

OKINS, Elliott E.
Chula Vista, CA 92011
(Radio Sta. Heeia)

SBRACCIA, Bernard D.
Walpole, MA 02081
(23rd Mat. Sqd. Hickam Field)

WARREN, J. Edward
Brighton, IA 52540
(USS Honolulu)

HARDY, Eldon A.
Silver Spring, MD 20910
(USS Pennsylvania)

HIGGINS, Lloyd H.
Nebraska City, NE 68410
(USS Tennessee)

KAFER, Harold F.
Rapid City, SD 57702
(USS Tern)

MARUSAK, Karl L.
Centerport, NY 11721
(19th Tow Target, Hickam Field)

McCALL, Carl P.
Alexandria, VA 22310
(USS Pennsylvania)

PENROD, Wilbur H.
Everett, WA 98203
(11th Bomb Grp. Hickam Field)

SANGUEDOLCE, Anthony J.
New York, NY 10314
(98th C/A Schofield Bks.)

SMITH, Harold A.
Pompano Beach, FL 33064
(42nd Bomb Sqd. Hickam Field)

TOWNSEND, James E.
Fresno, CA 93726
(USS Honolulu)

WOLLEN, Bud V.
Hayward, CA 94541
(USS Curtiss)

(Continued on Page 32)

Gordon Sterling: A Date With Destiny

There was a lull between the first attack and the second wave of Japanese planes. At Wheeler Airfield's western end of the flightline, smoke from the burning P-40s had kept several P-36s of the 46th Pursuit Squadron from being hit. First Lieutenant Lew Sanders, senior officer present, picked three of his fellow pilots to fly with him in these salvaged P-36s. Each pilot had recently passed their gunnery tests and were better qualified pilots. Second Lieutenants

Othneil Norris, Phillip Rasmussen and John Thacker went to these planes and ground crews assisted them in getting into each plane. Lt. Norris found that his parachute harness was too small. He immediately got out of the running P-36 and ran for the nearby hanger to swap for a larger 'chute.

2nd Lt. Gordon Sterling saw that the other P-36s were beginning to taxi out. The immediacy of assuring a complete formation spurred Sterling to action.

Without a chute, he climbed on the plane and gave his watch to the crew chief, "Give this to my mother, I'm not coming back." The Japanese attack had canceled his date with his fiancé, 2nd Lt. Ada Olsson, a nurse at Schofield Hospital. He had a date with destiny.

Lew Sanders was guided by Fighter Control to take his flight to the area near Diamond Head. They didn't find any activity and began a counter-clock wise circle of the island. Above Bellows Airfield, Sanders noted the attacks underway at Kaneohe but missed seeing the strafing at Bellows. In preparing his flight for the tactical formation, Sanders first noticed Sterling in Norris' P-36. There was no time for any action except to reform to give protection to Sterling. He directed his wingman, Rasmussen, to be wingman to Thacker.

Lieutenant (JG) Iyozo Fujita, from the Japanese carrier *Soryu*, watched his Buntaicho (squadron leader) Lt. Fusata Iida signal that he was going to make a solo attack on Kaneohe Naval Air Station. Fujita noted that Iida's Zero was streaming fuel. Iida crashed next to sick bay on the station. As second-in-command, Fujita signaled a new formation with himself as leader. Just at that moment, Fujita noticed a new arrival, a Zero from the *Hiryu*.

Petty Officer 2nd Class Noboru Tadaka, had been part of the *Hiryu* Zero's 'cover' flight. While the rest of the formation strafed Bellows Airfield, the flight led by Lt. (JG) Yasuhiro Shigematsu was assigned to prevent any planes from getting airborne. Ground fire nicked Shigematsu's #2 wingman's plane and Petty Officer 1st Class Shigenori Nishikaichi left the field of battle. Todaka, flying the #3 wingman position, caught 2nd Lt. George Whiteman just as he cleared the ground. Whiteman crashed on the beach and Whiteman AFB, Missouri is named in his memory. 2nd Lt. Samuel Bishop was able to get off the ground and stayed low until he was away from the battle. Yet, he was followed by Todaka.

Bishop had led Todaka farther north to Kailua Bay and lost the engagement, was wounded, crashed into the water and swam ashore. Gaining altitude above Kailua Bay, Todaka located Fujita's formation.

As Fujita's Zeros were reforming, with the addition of Todaka as the ninth plane, Lew Sanders and his four little P-36s attacked. On the first pass, Sanders hit Fujita's plane. Thacker's guns jammed and Rasmussen had a run-away gun that he let fire through a plane to claim a probable. Sanders checked that his wingman, Sterling, had not followed him but had attacked a Zero. In protecting his wing-



GORDON H. STERLING JR. This Army second lieutenant, aged 22, was posthumously awarded the Distinguished Flying Cross. On Dec. 7 at Pearl Harbor he engaged a flight of nine Japanese planes, damaging one. During this battle his plane was attacked from the rear and shot down in flames. Lieutenant Sterling was born in Iliou, N.Y.

men, Fujita got on the tail of Sterling. Sterling forgot about the target Zero and dove. Sanders latched onto Fujita's tail but too late. Fujita got Sterling to smoking and he went down, on fire from 3-4,000 feet, straight into Kaneohe Bay.

Fujita then fought with Sanders who damaged his Zero badly. Fujita could not come to the aid of his fellow Zeros and flew back directly to the *Soryu*. On arrival his oil pressure went down to zero and when the tailhook grabbed the wire, a cylinder of his engine fell out!

(Continued on Page 34)

Convention . . .

Fellow Survivors:

Our PHSA Convention/Reunion is fast approaching. The program outline and calendar is included for your use and information.

Resolution #1, unanimously adopted during the 1984 Convention, is scheduled. Appropriate ceremonies to pay homage to Admiral Kimmel and General Short. Decedents of the Admiral and General will be in attendance to participate in the proceedings.

A "well done" is extended to Alex Cobb for his work in bringing all the elements together.

The presentations will take place at the memorial banquet on Dec. 8.

I am pleased to announce the appointment of Bob Watson, of Hacienda Heights, California, as associate editor of the Pearl Harbor *Gram*. This will allow time for an orderly transfer of the *Gram* from Ken Kreeze to Bob, pending Ken's leaving the *Gram* with the January issue.

Words are not sufficient to express all our thanks to Ken for his dedicated work as *Gram* editor for these many years.

Remembrance Day Legislation

It is my hope that by the time you receive this issue, our legislation will be passed. This legislation has passed the Senate Judiciary Committee. Lee Goldfarb and Ed Terril are working diligently to gain the support necessary in the House of Representatives.

— Tom Stockett

To: Fellow Survivors

From: Your Convention Coordinator

Subject: General Information
Parade Chairman: George Williams

Asst. Chairmen: Sam Hall, Hazelette Villa, Joe Niemitz, Joe Ritson

The following arrangements have been made:

Permission to use Ft. DeRussy for assembly at 0830;

Parade permit from the city and county of Honolulu;

Military support from CING-PAC for two marching bands, five marching military units: Army, Air Force, Coast Guard, Marines, Navy;

Mass colors and guards;

Thirty convertible vehicles from the Shelby Mustang Club, to carry three survivors each (handicapped);

Trick motorcycle riders from the Aloha Temple, Shriners;

The Conrad Niegle Shamrock Band;

The Fleet Reserve Association with *USS Arizona* replica on trailer and members to march;

Other veterans groups have been invited;

We expect some high school bands to join us along with Boy and Girl Scout units;

And of course, every able-bodied survivor who can march;

Knights of Columbus and a unit from the Elks;

I have written to the University of Michigan requesting their marching band to join us in the

(Continued on Page 33)

Wichita Historical Show

After many months of planning, advertising and just plain good use of time, the Wichita Militaria Relics Show came to pass. In a few words, it was a success and displayers stand proud. The American Heritage, Remember Pearl Harbor display was a major success. Young and old came, read and saw the reasons we hold December 7, 1941, so deep in our historical upbringing.

Also with such a dramatic display, what better way to portray it than have Pearl Harbor Survivors come in and tell their story. The visitors tables were plenty busy with people wanting to know more than the books could tell. Radio interviews with some of the survivors took place.

In all, it was a beautiful memorial weekend and what better setting than to share with others the true remembrance of the "Day of Infamy" with memorabilia and remarkable people who shared the day. As a



John A. Hughes, Hickam Field 72nd Bomb Sqd.

Vietnam Veteran, I want to wish all of PHSA folks, long life and good memories. You are the true veterans and God bless you all.

I wish all a happy 45th Anniversary Year.

James D. Denison



U.S. Naval survivors, from left to right: Joseph Rambo, James Denison, Vietnam Vet, Bill Boyd and Joseph Bangles.



Articles of display including Honolulu Star and Dog Wrench from USS Oklahoma.

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.

REUNIONS

All USS Midway crewmen, officers enlisted, air crews, squadrons, etc. If you are interested in a reunion, please contact: Crew Members Association, 5023 Royal Ave., Las Vegas, NV 89103, or phone (702) 873-9841.

* * *

The 11th annual reunion of personnel who served at the N.A.S. Kaneohe Bay, Oahu, T.H., at any time during the period of 1939 to 1950, will be held at the Hale Koa Hotel, Fort Derussy, Hawaii, this coming December from the 1st through the 8th, 1986.

For further information please contact: Wally Hanna, 2722 Chestnut Ave., Carlsbad, CA 92008 or phone (619) 434-2603.

* * *

The USS Helm (DD-388) will be holding their annual reunion at the Princess Kaiulani Hotel, Waikiki Beach — Honolulu, HI this coming December 3 through 8, 1986.

For further information please contact: Rear Admiral Victor A. Dyhdal — 1769 Halekoa Dr., Honolulu, HI 96821 or phone: (808) 732-1545. This will be held in conjunction with the PHSA reunion/convention in December.

* * *

USNTC, San Diego 50th anniversary for the 1936 Boats. No-host, informal get-together from November 29 through December 2, 1986. Gather at the Half-Moon Inn, San Diego. Make your reservations accordingly. Sight seeing, reminiscences and renewing acquaintances.

Please contact: John Welton, 2637 Verdello Way, Rancho Cordova, CA 95670, or phone (916) 363-2071.

* * *

Plans are underway for the 45th anniversary of Pearl Harbor which will be held on Sunday 7, 1986 at the Palm Memorial Park at the Pearl Harbor Memorial, located at 1324 North Main St., Las Vegas, NV.

Those organizations wishing to attend please contact Woodrow D. Rainbolt, 5023 Royal Ave., Suite 242, Las Vegas, NV 89103 or phone (702) 873-9841.

They will post your organization in the program booklet and if you wish to present your colors at the ceremony or lay a wreath, please bring your own stands, service will commence at 1100 hours.

* * *

The International Naval Reunion will be held this coming September 23 through October 13, 1988, in Australia, at Sydney, Brisbane and Melbourne.

All or any part of it, 26 Nations are invited. So if you are interested please contact: International Naval Reunion Jamboree Assoc., 5023 Royal Ave., Las Vegas, NV 89103 or phone (702) 873-9841 in Canada, contact: Margaret Haliburton, 210 Epsom Downs Dr., Downsview, Ont. Canada M3M 1T2.

* * *

U.S. Naval Training Station, Great Lakes, IL will be holding a reunion for CO-19 that were stationed there in July 19, 1936. Comm. Martin Chief G/M.

Please contact Chester Gapa, 605 Roseland Ave., Williamstown, WV 26187 if interested.

—Some Survived

—Reprint The Stars and Stripes —
The National Tribune
9 June 1986

By MANNY LAWTON
Algonquin Books of Chapel Hill
1984, 293 pp., \$16.95

Forty years ago, at two o'clock on the afternoon of 16 August 1945, hundreds of gaunt and emaciated American prisoners of war were summoned before the garrison of a Japanese prison camp in Korea.

The war has ended, they were told. The Imperial Japanese military and naval forces have surrendered to the United States of America.

The commandant, an old Japanese colonel, then bowed and handed over his sword to



A group of five American ex-POWs photographed immediately after the Japanese surrender, August, 1945. Courtesy NBC News. (From *Some Survived*, by Manny Lawton. Algonquin Books of Chapel Hill, 1984)

the senior American officer then present.

Almost all the Americans had been captured 3½ years earlier after the fall of the Philippines. They had since endured incredibly barbarous treatment. They had every reason to despise and loathe their captors, and to want to take revenge for the brutality they had experienced.

What happened then constitutes one of the more moving and dramatic moments in American history. It is described by one of the prisoners. Manny Lawton, of Estill, South Carolina, published recently by Algonquin Books of Chapel Hill and now in its fourth printing.

"Even before the commander of our captors finished speaking," Lawton remembers, "I could sense in all of us an unexpected calm. We were stunned and relieved. To our complete surprise we had already begun to feel fragments of pity for this humiliated old man."

"I am sure the minds of each of my comrades was crowded with its own reasons to hate," Lawton writes. "Among us were sufficient fresh scars, both mental and physical, to have incited us to rush forward, seize their weapons, club them to the dirt and stand astride their helpless, prostrate bodies. But nothing so bizarre happened. Indeed, nothing so akin to hateful, revengeful, derisive conduct on our part occurred at all. We merely stood and stared across

the 25 feet of bare dirt separating us, the newly freed, from them, the soon-to-be prisoners of war."

Lawton concludes that "perhaps our restraint was the result of our own experience of the bitterness and the agony of defeat. I prefer to believe it was the natural product of generations of American civilization and its spontaneous compassion for the underdog. Christianity, no doubt, played its part."

Many of the American prisoners in Lawton's group had taken part with him in the infamous Bataan Death March, and later in one of the most grim and hideous episodes in the history of the Second World War, in which, following the American invasion of Leyte in 1944, some 1600 POWs were loaded by the Japanese onto a ship bound for Japan.

Forty-five days later, following air bombardment, starvation, disease, and near-suffocation undergone by men crammed in the filthy holds of a ship and exposed to extremes of heat and cold, less than 400 survivors went ashore in northern Kyushu.

For some days before the Japanese colonel's announcement on 16 August, Lawton writes, the American prisoners had sensed the end of their ordeal was in sight. Korean guards, who had little love for the Japanese, kept the Americans informed of the progress of the war. A Japanese lieute-

nant who had been particularly brutal in his treatment of the prisoners was suddenly transferred out.

A young Japanese doctor who assisted an American medical officer at the prison infirmary showed signs of nervousness and extreme worry. When asked what was wrong, he broke down. "I fear for my safety," he said. "We have lost the war. Now the Americans will come in and kill me. I have done nothing wrong. I was only serving my country. Now I must die for that."

The American medical officer, despite all the horrors he had endured at the hands of the man's countrymen, assured him that "you need not fear for your life. I will speak up for you. You have been kind and helpful to me and to all the prisoners."

Following the surrender announcement, the Japanese prison guards were marched away, and the assembled American prisoners "broke into victory yells which must have been heard miles away," Lawton writes. "There were shouts of Victory! Freedom! Food! Home! America! Come on Yanks!" The British chaplain present gave an emotional prayer of thanksgiving, which was followed by a passionate group singing of *God Bless America*.

The American cooks raided the storehouse and served up a huge meal. "For once," the

(Continued on Page 31)



Author, Manny Lawton at Kilometer 67 on the Bataan Death March route, 40 years later.

— NO MORE WARS —

—Reprinted from
Corvallis Gazette/Times
Corvallis, Oregon, May 18, 1986

By JULIE WIND

He did more dodging than shooting. But the mortality rate for medics was 75 percent higher than that of soldiers. Ray Barnes survived 28 years in the Navy fulfilling the motto of Saturday's parade — Keep America Free.

Barnes was the Grand Marshal of the Armed Forces Day Parade in Corvallis. On his float model of the Arizona, he chanted in unison with other Pearl Harbor survivors "We were there."

On Dec. 7, 1941, he was a hospital corpsman, serving breakfast on the hospital ship *Solace*, which was moored in Pearl Harbor. When the Japanese attacked, he ran out on deck.

"I looked up and froze. I'll never forget the sight of that emblem of a rising sun on the wing of a plane buzzing close and bombing and sinking the *Arizona*."

That sight was the pivotal point in his perception of war. He treated 1,000 patients in 10 days following the attack. He had attended school with many Japanese and found it hard to conceive of war with Japan.

The "good old wars" are a myth, according to Barnes, who, as a veteran of three wars, said they are all inhumane.

"Boys on both sides were killing each other. They would come in blown half apart and I tried to put them back together again." Barnes, only 20 at the onset of World War II, called the conflict a "war to end all wars."

"A kid said he was fine and to help the guy behind him. But I noticed as he walked by that he left a spot of blood at every footstep — and then he died on the quarterdeck."

Superhuman feats were common for his companions in that war, Barnes said. He himself had 57 consecutive months at sea, a record number at the time. He was again in Honolulu

when the Japanese surrendered. He returned home to various duties, including two years at the Camp Adair Navy hospital.

Leaving an explanatory note under the door of a house he was sent to buy, Barnes left on the *USS Hollister* for Korea in 1950. Many years and ships later brought him to the Gulf of Tonkin, off Vietnam.

"I knew we were in another war, and I said that's it — I'm out." He retired May 5, 1967, as a senior chief petty officer with 16 campaign ribbons and the Order of the Camel from the Taiwan government for assistance in training its army.

When he first came home he couldn't feel. "I'd seen so much death — sometimes three or four a day — it just took me a while to get back to real life."

Albany is his home base. Barnes is a descendant of the Bilye family that crossed the nation in wagon trains to settle in the Willamette Valley in 1852.

The island of Tonga in the South Pacific is one of the places he would like to visit again.

"One of the boys on board ship stole one of the queen's macaws. Next day she came on board to bring him the other one of the pair," Barnes recalled. "The queen was 6 foot 7 — the tallest monarch in the world. She opened her palace to us. We were docked there for months and I spent half of my time there dancing, singing and playing with her and her nieces.

"I don't want to see us in any more wars," he said. "I don't want my grandchildren in a war."

Mystery Man . . . (Continued from Page 4)

And therein lies a tale.

There probably is less known about Peter Tomich than about any other recipient of the Medal of Honor in recent years. Records show he was born in Austria on June 3, 1893. He enlisted in the Navy at Newark, N.J., on Jan. 23, 1919, and was naturalized the following October in Charlotte, N.C.

When he enlisted, he spelled his name "Tonich," but by 1922 had substituted an "m" for the "n." He never married and gave as his next of kin, a cousin, John Tomich, 363 Brown St., Los Angeles, Calif.

When he was killed the Navy's telegram to John Tomich was returned marked "address unknown." So was the letter notifying his cousin of the awarding of the Medal of Honor.

A check showed there was no such address in Los Angeles, nor any record of a John Tomich.

Exhaustive efforts were made by the Navy and the Red Cross to find some kin, but to no avail. No one claimed his Medal of Honor and for years it remained stored in the Navy Department.

In 1948, the Navy decided to name a destroyer escort after the Pearl Harbor hero. The prospective skipper asked the Navy for the medal to be displayed in the ship. For eight years the medal stayed with the *USS Tomich* (DE-242).

When the ship was put in moth balls in 1956, Tomich's medal was returned to the Navy Department. The Governor of Utah then asked that it be displayed alongside a USS Utah memorial plaque in the State Capitol Building at Salt Lake City. The Navy agreed, with the provision that it would be returned should a next of kin show up after all these years or if the Navy ever names another ship after Tomich.

There's a final ironic note. In 1936, he had asked for transfer to either the destroyer *Perkins* or *Cushing*. His request was not granted — the billets for chief watertender aboard both those ships were already filled.

A few weeks later, his orders came through. They transferred him to the *USS Utah*.

It's been his home — and grave — ever since.



Ray Barnes, who retired from the Navy after 28 years, says this nation has been through enough wars.

Carrie Robertson/Gazette-Times

Miniature Battleship

Since her 1984 launch the *Arizona* has made appearances at the Los Angeles Convention Center Boat Show; the state capitol of Arizona with Gov. Babbitt; University of Arizona, Tucson; and the Admiral Nimitz Museum, Fredericksburg, 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 the history/heritage of the waterways as seen through the eyes of the battleship.

In 1986 the *Arizona* began her next voyage of 2000 miles beginning in Tarpon Springs, continuing on through St. Pete/Tampa, across Lake Okeechogee to Palm Beach, then reverse north to New York. The *Arizona* was 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 7th and latest ship to join the Friendship Fleet, Inc. (a non-profit corp.) 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 R., Montreal; 1977 — Nashville to Aurora, KY. During the Bicentennial years we carried pen pal letters from the children on each trip. As teachers we represented the Los Angeles Schools in this way.

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* voyage travel as a miniature shrine into the ports and hearts of America.



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 — 345° 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.*

EWA Marine Air Base

Not much has been written in the *Gram* about the Japanese attack on the Marine Air Base at Ewa, Hawaii on Dec. 7, 1941. Located a few thousand yards north of Pearl Harbor and south of Barber's Point, the base contained two fighter and two bomber squadrons plus cargo aircraft, all of which were demolished by Japanese in the sneak attack on Dec. 7. Although the base was hit by Japanese planes time and time again, completely destroying all aircraft and wiping out most of the base, the damage was small when compared to the devastation and loss of life sustained at Pearl Harbor and Hickam Field.

The Marine Air Base which is now Barber's Point Naval Air Station, was an easy target for the surprise attack.

The peace and tranquility that existed at the base that Sunday morning was suddenly shattered by the sounds of screaming airplane engines and machine gun fire which began at 0755 Sunday, Dec. 7.

Most of the personnel had just finished breakfast and were headed back to the barracks. I was about to enter the door when the bugler sounded colors and every man outside came to attention.

It was at that precise moment when all hell broke loose. The sounds of airplane engines and machine gun bursts were deafening. Not one man moved until the flag reached the top of the flagpole. My first thought was that the Army Air Corps was once again dropping some

horse manure on our airfield. The machine gun fire hadn't registered yet. It did when our twin engine Lockheed blew sky high by a direct bomb hit.

At that instant we knew this time it was not the Army fliers but a surprise attack by the Japanese Air Force. One Japanese bomber, after a strafing run on the airfield, came so close that I could see the rear gunner grinning at us.

It was obvious that the Japanese were after our aircraft, not our personnel. Seconds later every man had his rifle, pistol and ammunition, firing from every vantage point available before the attack was half over.

Japanese planes came in from two directions, criss-crossing the field at speeds of over 200 miles per hour, low and fish-tailing their planes in order to whip their bullets over a wider area. It didn't take long for the Japanese to devastate the base and not one of our aircraft escaped total damage.

No question, the Japanese were excellent pilots. They would dive, strafe, climb and circle to come in again and again until every one of our planes was either burning or put out of action. After wiping out all of our aircraft, the Japanese went after other vital areas such as communications, command offices and ammunition magazines.

Rifle fire was our only defense and ineffective against the fast moving planes. The heaviest guns and ammunition had been locked up in the magazines the night before.

We could see the fire and smoke over Pearl Harbor and knew they also were taking a terrible beating from the Japanese Air Force but at this time had no way of knowing the tremendous devastation and loss of life that was taking place there.

All day Sunday our planes and buildings burned. Although pilots and gunners tried their best to get to their planes and airborne, it was impossible to penetrate the murderous fire from the Japanese attackers. Those who tried were either killed or wounded in the attempt.

During the heat of the attack, base security received orders to bring in Sergeant Lucian, dead or alive. They brought him in dead. It turned out that Lucian was a German spy in communication with the Japanese and had been for a long time.

Naval Intelligence and the FBI had known about it all the time. I had eaten breakfast with Sergeant Lucian only an hour earlier.

On Saturday night, Dec. 6, all of our planes and crews which normally flew island patrol were grounded and all ammunition put away and locked up. Planes were lined up on the ramps as for inspection so it was an easy matter for the Japanese to do their dirty work and they did it well.

A Marine major pleaded with everyone he saw to leave the area of the field on Saturday night. Hindsight proved he knew something no one else did. Needless to say, no one took him seriously.

Woodward Park Memorial Plaque

There were approximately 100 survivors, spouses, widows and guests in attendance at the unveiling of the Pearl Harbor Memorial Plaque at Woodward Park, Fresno, California. The plaque, which was unveiled by Lawrence L. McNabb, chapter historian, and by Henry (Steve) Maddux, Chapter 8 president. President Maddux proceeding with the following speech.

"At 0755, December 7, 1941, this nation was not prepared for war. The sneak attack by the Japanese Empire left the United States in the vulnerable position it had not faced since becoming a nation. The motto of the Pearl Harbor Survivors Association is 'Remember Pearl Harbor —

Keep America Alert.' America must never again allow itself to become unprepared as it was on that fateful Sunday morning. This memorial today is dedicated to the memory of those service personnel who gave their lives that day. They were

the very first to give their lives in defense of the United States which brought on World War II. The survivors of Pearl Harbor and the citizens of this great nation must not forget them. It is hoped that this memorial will be a reminder to those who view it — that America must be kept strong."

Charles (Chuck) Mallon, California State Chairman, was then introduced by McNabb and

Chuck, talked on the importance of keeping America strong and alert.

There were three local TV stations and a local paper representative on hand who reported on the historical event.

McNabb had come up with the idea of the monument and followed it through all the necessary channels which was approved and financed by Chapter 8 survivors.



'Teaching' Survivors

The Santa Rosa Chapter of the Pearl Harbor Survivors Association wishes to thank all those teachers and administrators who accepted our offer to provide speakers during the 1984-85 school year.

For the current school year, the Chapter is again offering to provide resource persons to those who teach history or any other subject where our services may be useful.

Our Chapter is composed of veterans of the Japanese attack on Pearl Harbor who would be pleased to discuss the attack or other aspects of World War II. We can often provide scrapbooks, medals, models, battle-field souvenirs and maps, as well as relating personal experiences of World War II.

Should you feel our services might be useful whether as speakers or in some other capacity, please feel free to contact me at the above address or telephone me at (707) 823-3213 or phone Bill London at (707) 578-5475.

Because most teachers ask

for our services around patriotic observance days or when their class is studying the World War II era, I might suggest you contact us as early as possible to arrange a tentative date. This would assist us in obtaining the kind and number of speakers you might desire.

Please feel free to make copies of this letter or to pass it along to other teachers who might find our services useful. We consider it an honor and a pleasure to serve our young people and those who are guiding them.

—Frank Sennello
Secretary, Chapter 23

To Frank Thorne

I really didn't mean to short-change your question about how Chapter 23 handles these speaking engagements in the schools. But I needed a little time to reflect on how it came about and what sort of routine we go through. You can use whatever ideas of ours that you think have any merit and throw out the rest.

(Continued on Page 19)

Get the Picture?

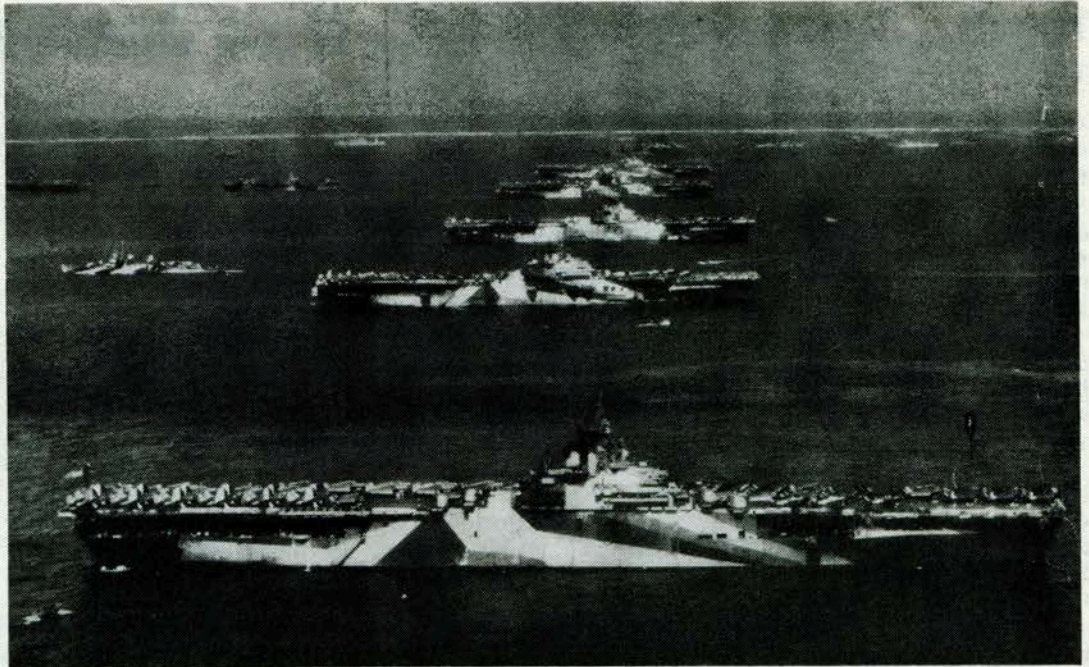
After receiving a B.S. degree at the University of Nebraska, I joined the U.S. Army Air Corps as an aviation cadet. One of my first training assignments was at Hickam Field, Oahu, T.H.

On Dec. 7, 1941, three of us aviation cadets were driving out of Honolulu with a YMCA Camera Club caravan to take pictures of the island of Oahu.

As we drove toward Pearl Harbor, we noticed anti-aircraft fire bursting near flying airplanes. Our first thought was a "sham battle"; but we soon identified the flying planes as Japanese.

As we passed Pearl Harbor, we could see the fire and smoke billowing from the damaged ships. We immediately returned to Hickam Field.

I reported to the hangar of the 72nd Bomb Squad and saw two of our B-17 bombers burning. A sergeant and I set up a 50-caliber machine gun near the hangar entrance and began firing at the



Murderer's Row. Six great carriers in Ulithi anchorage.

enemy planes as they passed over the area.

During the next wave of bombers, I was hit by a bomb fragment. The wound was in my left chest near my heart. I managed to stuff a rag into the wound in an attempt to slow the bleeding.

I passed out on my way back to the hangar.

I was later taken to Tripler General Hospital to wait my turn for medical treatment, along with the other wounded.

The wound became infected and my fever mounted to 106°F. Because of the high fever, I was listed as too ill for transportation to a ship for evacuation to the states.

I beat the high fever by placing the thermometer in a glass of ice water just before the nurse came to check my temperature. With a "lowered" temperature, I qualified for the evacuation. We had one scare on the way back to the states. Our convoy encountered a Japanese sub, but our destroyer escort cleared the way for us.

In mid-February, I arrived in San Francisco and was placed in Letterman General Hospital. Within seven months, I underwent five major operations. My

left lung and the ribs over my heart were removed. My heart remains unprotected.

In April 1942 I was taken out of an oxygen tent long enough to marry Evelyn Adams, who became my life long friend, wife and nurse.

All in all, I spent 1½ years in military hospitals. After my release from hospitalization, I was assigned to limited duty at Cannon Army Air Base, Clovis, NM. I was promoted to the rank of major prior to my Army Air Corps discharge, February 1946.

For several years I worked as a personnel director in various Veterans Hospitals.

On the day of my marriage, things were bleak. I am now retired from the Fresno Veterans Hospital and enjoying life travelling with my ever-loving wife Evelyn. I am happy and lucky to be alive.

—Marston Reed

Joseph K. Taussig, Jr.



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

5 August 1986

Pearl Harbor — *Gram*
P.O. Box 6244
Gulf Breeze, Florida 32561
Dear Sirs:

The *Gram* continues to do an outstanding job of keeping the memories and lessons of Pearl Harbor alive.

I am not sure how many of we survivors are still privileged to serve our nation, but I am proud to be one of them. In July of 1983, the Secretary of the Navy, John Lehman, appointed me to serve as his deputy assistant secretary for Civilian Personnel Policy and Equal Employment Opportunity. In August of 1985, apparently recognizing my propensity to "survive for four years" in that job, he appointed me to serve as his Special Assistant Secretary of the Navy (Safety and Survivability). And so as the world turns, I am back again, heavily involved in work aimed at saving our "ships and sailors" in the grim event that once again, they must sail into harm's way.

Having attended the 40th Reunion, I certainly hope that I will be able to make the 45th. For those of us who might be concerned about our advancing age, I can offer the secret of youth. Because the Congress wants us to convert to the metric system, I have converted my age to "Celsius" and just celebrated my 18th birthday! Hence, I hope to be at our "7.22th Reunion." Very sincerely,
Joseph K. Taussig, Jr.

Dear Captain Taussig:

Your letter of 5 August 1986, addressed to the Pearl Harbor *Gram*, came to me via the past National Secretary Hall Pickard. Hall has suffered an unfortunate illness in a stroke and has had to step down. I have been appointed to serve out the unexpired term until December, 1986. Hall and I were opposing

candidates in the upcoming election prior to his illness.

There are not many of us who have the distinction to be privileged to be serving our nation and we are proud of you.

I have been in a position to have heard many conversations, pro and con, "To make this reunion or wait for the 50th"

(Continued on Page 18)

Taussig . . .

(Continued from Page 17)

and personally, I feel that this one will be of such significance that a "look back" by many who won't attend will be with sad regret. Five years is a long time, and at our age and condition, many won't be physically able, if alive, to make the trip.

Your conversion to "Celsius" is the way to go, and we are hoping that because of it we'll see you there at the 45th . . . you're never too young to come.

I will forward the photo, your biography and your letter to our *Gram* editor, Mr. Ken Creese, for publication and thanks! September 1 is the deadline for this issue and I'll never make it.

As for me? I'd go to sea tomorrow if I had a set of orders. See you in Honolulu.

Sincerely, Aloha

Robert McClintock, Jr.

Mr. Taussig was appointed Special Assistant to the Secret-

ary of the Navy (Survivability) on July 15, 1985. Prior to this appointment, he had served as the Deputy Assistant Secretary of the Navy for Civilian Personnel Policy and Equal Employment Opportunity. He is responsible for leadership in the formulation of policies and programs to avoid or minimize the adverse effects on the operational readiness of the Department of the Navy from accidents or damage to personnel and materiel.

Mr. Taussig is a 1941 graduate of the U.S. Naval Academy, attended the Senior Course at the Naval War College in 1944, received his Juris Doctor (Honors) Degree from the George Washington University Law School in 1949, and is licensed to practice before the Supreme Court.

He was born in Newport, Rhode Island, on May 28, 1920, and is a third generation Naval Academy graduate (his grandfather, the late Rear Admiral

New Jersey Chapter 11

New Jersey Chapter 11 kept quite busy during the Statue of Liberty Centennial Celebration. On June 16, 10 members had the honor of escorting a 20:1 scale model of the *USS Arizona* up the New Jersey Turnpike and over to a marina in Staten Island, NY. This scale model built by Cecil and Paul Gates, two retired school teachers in Cali-

fornia, had just completed a 1500 mile voyage up the Intracoastal Waterway from Miami, Florida, and was to be reviewed by President Reagan, along with the "Navies of the World," on July 4.

On July 3, 29 members and wives along with National President Tom Stockett, National

(Continued on Page 19)

Edward D. Taussig, graduated in 1867 and his father, the late Vice Admiral Joseph K. Taussig, graduated in 1899). He is also the father of Joseph K. Taussig, III, who graduated from the Naval Academy in 1966. He served as an unrestricted line officer of the Navy until September 1954, when he was retired from the Navy with the rank of captain because of physical disability incurred during the Japanese attack on Pearl Harbor, Dec. 7, 1941.

He was awarded the Navy Cross for refusing to leave his battle station and continuing the direction of his anti-aircraft battery on the *USS Nevada*. He was hospitalized between Dec. 7, 1941, and April 1946, recovering from his wounds, but was able to attend the Naval War College and serve as the Rehabilitation Officer of the Chelsea Naval Hospital. In April 1946, he underwent the amputation of his wounded leg. He then served in the Administrative Law, Military Law, and Admiralty Law Division of the Navy JAG until he graduated from law school in 1949. He served as the administrative aide to the Commander Naval Base, Pearl Harbor, between 1949 and 1951, when he became the senior instructor in Naval organization and administration and in military law at the Naval Academy. From 1952 until his retirement, he also served as the secretary-treasurer of the U.S. Naval Institute and as editor and publisher of Institute Publications. After his retirement, he remained as the executive secretary of the Institute until 1956.

Mr. Taussig entered industry in 1956, employed as a senior engineer, Advanced Development Engineering (Westing-

house); the corporate representative, Government Relations (Raytheon); and the director of Government Relations (Joy Manufacturing). In 1962, he established his own consulting firm, Taussig-Tomb & Associates (corporate name: Consultants Group Incorporated), in Washington, D.C.

In industry, he maintained an active interest in all Naval matters, particularly those addressing the effective and economical use of the Naval establishment in supporting the operating forces. He served on many NSIA, ADPA, Navy League, and Ad Hoc Committees supporting the Navy, and authored numerous articles addressing technical, management, and leadership facets of the Navy. By the nature of his consulting business, he maintained close relationships with both the civilian and military activities of the Navy.

He has served as the president of the International Association for Pollution Control; president of the Maryland Society for Crippled Children and Adults (Easter Seals); and as an officer or director of the Farmers National Bank of Maryland; the Old Dominion Paper Company; the Navy League; the Naval Historical Foundation; the Naval Academy Alumni Association; the Annapolis YMCA and Rotary Club; and as the chairman, secretary and treasurer of his Naval Academy Class. He retired from business in May 1980.

Mr. ("Captain," "Dr.," "Joe") Taussig was married in 1943, to the former Betty Carney. They have lived in Annapolis, MD, since 1951, and have two grown children and three grandchildren.



Ensign Joseph K. Taussig, Jr., *USS Nevada*, Pearl Harbor Survivor. Now serving as the Special Assistant Secretary of the Navy (Safety and Survivability).

New Jersey . . .

(Continued from Page 18)

V.P. Dave Bedell, National Treas. Wally Kampney, past Michigan State Chairman Nick Bauer, and New Jersey State Chairman Lee Goldfarb, had the pleasure of viewing the festivities from the good ship, *Northwind*, a 65-foot converted Army tugboat owned by the American Maritime Academy.

We embarked from Liberty State Park around 9:30 a.m., after arriving with police escort. We headed south, past Lady Liberty with her face lift, through the Upper NY Bay, under the Verrazano-Narrows Bridge, the Lower NY Bay, and into Sandy Hook Bay to view all the "Tall Ships" at anchor. Heading back north, we ran side by side with the "Navies of the World" making their way up to the Hudson River.

We disembarked at Liberty State Park around 5:30 p.m. for a cookout in the park. There we were joined by Congressman James Courter and his family,

and National President Tom Stockett presented a Plaque of Appreciation to John Walton, Chapter 11's retiring Secty.-Treas., after 10 years in the office.

It was a great way to wind up a very rewarding and fulfilling day of participating in the activities and festivities.

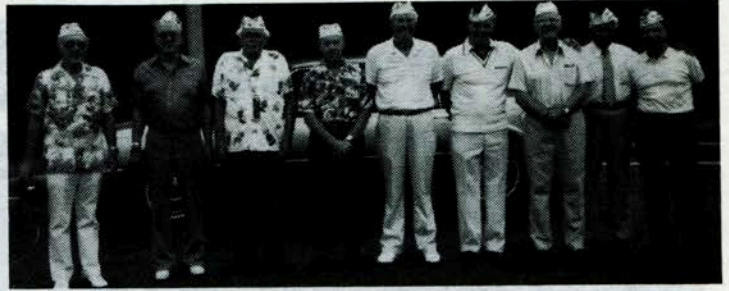
Teachers . . .

(Continued from Page 17)

Nobody knows better than you what will succeed in your area.

Near the beginning of each school year, but after things have slowed down a bit for the teachers, we send letters to *all* the high schools, junior high schools and colleges in the area. We explain who we are and offer to provide speakers to discuss the Japanese attack on Pearl Harbor and other aspects of World War II with the classes. Naturally we also give the names and addresses and phone numbers of two people for them to contact to arrange things.

When we do get a response, we try to nail down a date and



NJ Chapter 11 members who escorted the Arizona. From left to right: Bud Clark, Harry Young, Ray Hechler, Jack Martin, John Walton, Harry Wolpert, Earl Bangert, George Danko, Lee Goldfarb. (Not shown Ray Klug)

time, of course, and we like to know the age of the audience, its size, and the time we'll be allotted to make our presentation. Usually we'll have a class of 25 to 30 students, but sometimes they've combined classes to give an audience of 200 to 300. Smaller classes are better because it's more informal and the kids often have questions they'd like to ask.

We've found it's usually important to give a quick review of the military situation of the late 20s and 30s to set the scene . . . Germany, Italy and Japan in particular, and to emphasize that the U.S.A. wasn't *really* a world power in 1941. We try to explain our aid to England and then the reasons and timing for the attack and the effect on the fleet. Then we go on to explain our recovery from the attack, the rebuilding of the fleet and final victory.

It's a big order for the 50 to 55 minutes we're usually allotted, but it's also a lot of fun. Of course what we're really trying to do is to give the kids an awareness of some of their heritage and to encourage pride and patriotism. There's no way we can cover all the history and personal experiences they'd like to hear about.

They often want to talk about sea battles, the war in Europe, the atomic bombs, rebuilding Japan and Germany and so forth. So we've never had any trouble filling up the time.

Originally, we used three speakers at each engagement, but we find that two is much better. And if you have someone who isn't too reluctant to speak, one can handle the job. The kids want to hear the history, but they also want to hear our personal experiences.

After our second talk I looked for a way to make the experience a really memorable one for the kids. So with the Chapter's okay, I purchased American Flag kits (3' x 5') for about \$8.50 each. Now we ask the teacher to select one student from each 30 or so whom we address, who has shown outstanding interest or achievement in American history, and we present the flags to them. (Let the teacher know this in advance, of course).

Finally, Frank, I want to tell you that it has always been a rewarding experience for our speakers. No matter whether we were addressing what the teachers called their "top" students, the "Lunkheads" or their "problem groups," we've always been shown courtesy, respect, and admiration from the kids . . . even the ones with Mohawk haircuts dyed orange! Several times teachers have commented that they couldn't believe the attention and excitement shown by even their most difficult students. So maybe we're touching something inside the kids that doesn't show through the tough exterior they want grownups to see.

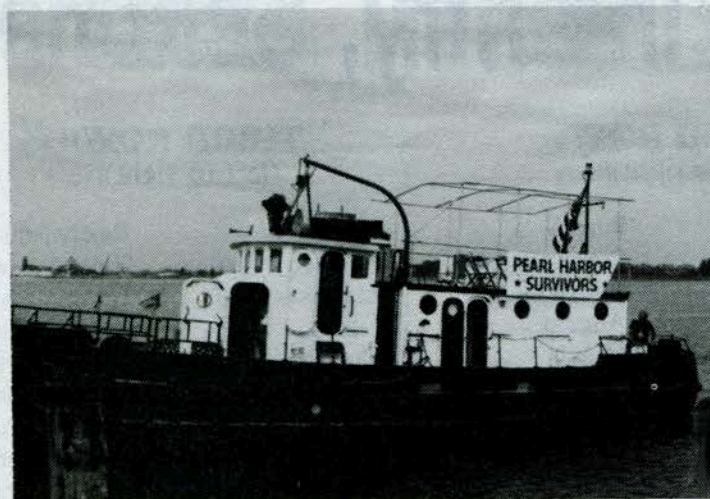
Believe it or not, Frank, since we started, I can't come up with enough engagements to keep our speakers happy. The biggest problem now is assuring the guys that I'm not cutting them out because I thought they had bombed!

Don't overlook Boy Scouts, Explorers and Service Clubs. We've spoken to them and to Shriners and Lions. And with the same rewarding receptions.

We *always* wear PHSA uniforms. This tells everybody immediately and without words that we're there for a very special purpose. Frank Sennello



Exact 20:1 scale model of USS Arizona on trailer on NJ Turnpike. (Superstructure not in place.)



The Good Ship Northwind

18TH HEADQUARTERS SQ



Company I, 35th Infantry, Schofield

BOTTOM ROW
(left to right)

Luck
Schaff
Wolanin
Swaldi
Duncan
Lt. Crockett
Lt. Harrison

Lt. Strock
Wolfram
Magahee
Linksavage
Breedlove
Chewning

SECOND ROW
(left to right)

Markut
Havard
Sher-el
Lenecki
Picard
Clark
Wilson
Ethridge
Foster

Purcell
Presgrave
Winstead
Angelo
Mundy
McCoury
Morgan
Boyle

THIRD ROW
(left to right)

Dennis
Sawyer
Mathis
Neary
Cochran
Adams
Crane
McAllister
Harvey

Reichert
Rice
Lee
Bergen
Schieder
Tucker
Cassidy
Seelbinder

JADRON, HICKAM FIELD



Barracks, Hawaii, September 1941

FOURTH ROW
(left to right)

- | | |
|-------------|------------|
| Dancklewski | Tschudy |
| Lewis, R.A. | Reimold |
| Rose | Harper |
| Weaxley | Otto |
| Jones, W.R. | Shea, E.F. |
| Tatsey | Zinkowski |
| Eckman | Cosper |
| Maharry | Smith |
| Bennett | Lewis, R. |

FIFTH ROW
(left to right)

- | | |
|-------------|-----------|
| Jones, C.C. | Hull |
| Farell | Latta |
| Newcome | Brooks |
| Kiernan | Johnson |
| Ryba | Scarberry |
| Herrin | Bartron |
| Faiette | Boyce |
| Triplett | McNabb |
| Korzen | Rowe |

SIXTH ROW
(left to right)

- | | |
|-----------|-----------|
| Bullis | Young |
| Suchar | Peterman |
| Zimmerman | Mack |
| France | Cook |
| Scott | Bordeaux |
| Craig | Brown |
| Conner | Blanchard |
| Hardison | Croyle |
| White | Landry |

MINI NEWS MINI NEWS MINI NEWS MINI NEWS

It has been several issues since we posted any MINI NEWS, so we will do so in this issue and the January 1987 Edition. We didn't receive many letters asking us to keep the Mini News but we heard many complaints at Chapter Meetings and state gatherings. So here goes with chapter news from around the country. One of the few complaints we had against the Mini News was that it was too wordie and there was too much news about survivors dining and eating. So we will try to cut down on this information.

The 2nd District Reunion/Convention was held in Boise, ID this past June, with Idaho Chapter 1 being the Host Chapter. Magic Valley Chapter #140 was the co-host chapter.

During this gathering, the members visited the world famous Hell's Canyon, this was done by air travel after a three hour bus ride. Many others enjoyed a morning on the golf course that was supposed to be non-competitive, but you can almost be assured that some side-bets were made. Two other side trips were available to those attending the convention and those were the motorized "Tour Train" which visited the Old State Prison. Everyone was quite impressed with not only the prison but the conditions the prisoners had to live under. Last but not least was the tour of the World Center for Birds of Prey. The center is world famous for breeding perigrine falcons, an endangered species. All breeds of raptors are cared for at the center.

On Friday evening it was fun time with a great Luau being held, 157 survivors, their wives and friends were in attendance for this affair. On Saturday they held their scheduled District Business Meeting. The endowment fund of PHSA was discussed at great length, but after it was found that no positive or negative position could be gained, it was decided to leave this for the wishes of the membership at the Hawaii reunion/convention.

Joe White was unanimously elected to the position of 2nd District Director. The mem-

bership accepted the bid of the Spokane Chapter to host the reunion/convention in 1988, during the month of July.

During the evening hours of Saturday they held their annual social hour and banquet. John M. Crandall, president of Idaho Chapter #1 acted as Master of Ceremonies. The guest speaker was Major General E. W. Sawyer, USA, Retired. To cap a wonderful evening off they all enjoyed excellent live music by a country-western band.

* * * *

The 6th District Convention was held this past June in Asheville, NC, right in the heart of the Great Smokies, which is surrounded by scenic beauty, history, tradition and many friendly people.

There were 281 survivors, wives and friends in attendance for this four day affair. The Convention was attended by survivors from 19 states along with National President, Thomas Stockett — Vice President, David Bedell — Treasurer, Wally Kampney — 5th District Director, Julius Finnern — 6th District Director Sarge Cook —

7th District Director Donald McCarty.

On Friday evening they had a welcome reception with Miss Asheville, Jacqui Perry being the welcoming hostess.

On Saturday morning, everyone assembled in front of the hotel for flag raising ceremonies with William Frank saying a prayer after taps.

Sixth District Director Sarge Cook conducted the business meeting. Clyde N. Hudson, Tennessee State Chairman, was elected as 6th District Director for 1987-88. The next 6th District Convention will be held in Tennessee — 1988. During the evening ceremonies, their distinguished guest speaker was U.S. Congressman James T. Broyhill. To top off the evening, they were entertained by 20 cloggers with audience participation. On Sunday, getaway day, they were all treated to a wonderful Aloha breakfast.

* * * *

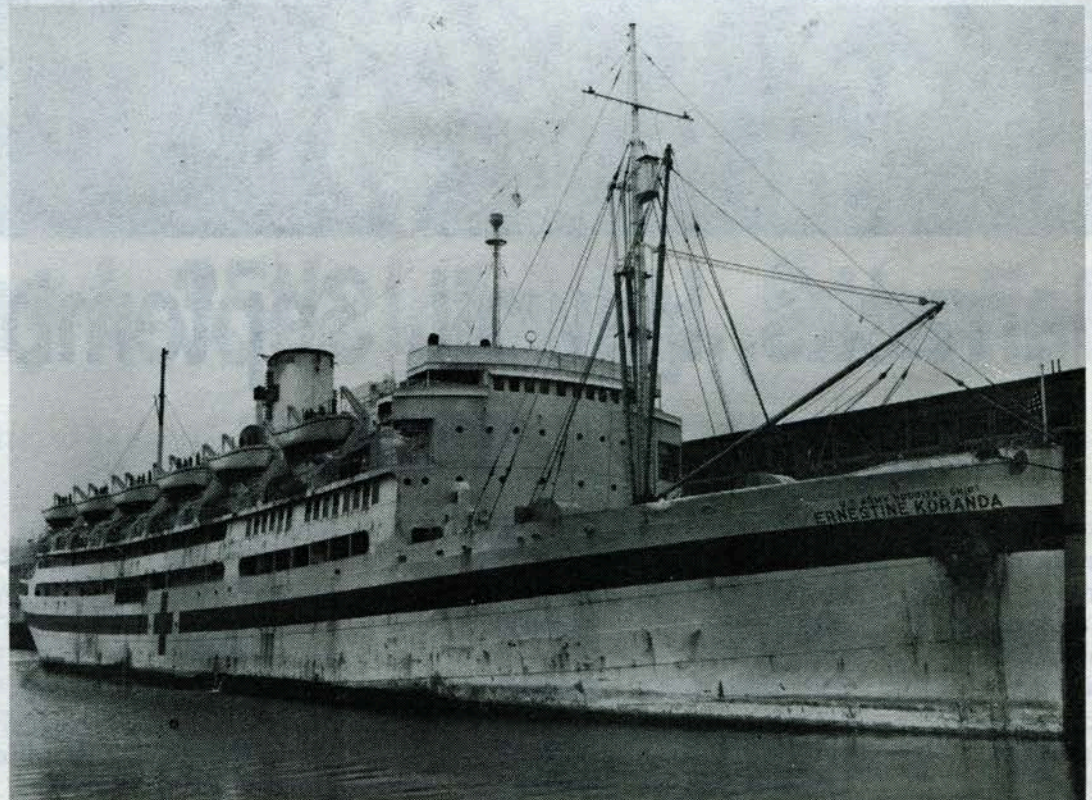
The three Colorado Chapters held a state meeting at the Roadway Inn this past July. Third District Director Leo Smith was present and much discussion

took place concerning the Hawaii reunion/convention, also the state by-laws were adopted and approved.

During the month of August a meeting was held in Colorado Springs, with plans being made for the State Fair Parade in Pueblo. Also in the parade was their float which is a model of the *USS Arizona*. Chapter members spent three weeks getting the float ready for the parade. In September they are all prepared for the Fort Lyons Veterans Day activities. They had a booth for this all day affair with special prizes being given away during the festivities to the patients. With the month of November three months away they are already making plans for Veterans Day. The retired enlisted R.E.A. number 20 will be the Host Post for all the veteran groups participating in this event. This will be held at Mineral Palace Park starting at 1100 hours.

* * * *

Missouri Chapter 1 held its annual picnic at the end of June, in the beautiful park in Florissant, MO. A great time was had



How many of you remember this old U.S. Army Hospital Ship, "The Ernestine Koranda."

by all of those in attendance with plenty of drinks, food and small talk.

Chapter #3 is working on a Missouri state meeting to be held in Cape Girardeau on Labor Day.

These past two months being vacation months for the survivors and their wives in this area, participation and activity within the chapters has been slow and quiet.

One example was their picnic in June, with only 13 in attendance. But the weather might of had a lot to do with the attendance, it was very very hot and humid, and 15 minutes before lunch they had one terrific downpour of rain. But those in attendance had a wonderful time and really enjoyed the outing.

They wish to thank the Wertz — Bohnenkamps — VanAlstines — Ryans — Bergels and the Schmidts who was back following hip surgery, for being present and helping make the picnic a success.

Election of officers will take place during the month of Octo-

ber and installation taking place in November.

They state in their newsletter that the county of St. Louis should have a veterans memorial and they will get a chance to vote on this during the month of August.

* * * *

California's newest Chapter in PHSA is Tri-City, of Oceanside. Officers of the newly chartered Chapter #31 which takes in the communities of Oceanside — Carlsbad and Vista, were installed this past July. The ceremony was well attended by State and District officials as well as members of California chapters from throughout the state.

California State Chairman, Charles Mallon was the installing officer. The chapter was presented its charter by 1st District Director, Dick Duran. James Evans was installed as their first president, other officers installed were: Ed Hamady, vice president; Robert Sullivan, secretary; Joe Carson, treasurer; and John Leahy, Bob Kemp and Maynard Julson, trustees. Fol-



Survivors and their wives in attendance at chartering of new Chapter 31, in Oceanside, CA, on July 26, 1986.

lowing the installation was a dinner/dance at the Oceanside Elks Lodge.

* * * *

Carnation Chapter 3 of San Diego, CA held a Steak Cook-out this past September at the Amphibious Base, CPO Club. This was another fun time for this great bunch of survivors and their wives, the weather turned out beautifully for this event.

A new project that Chapter 3 is going to undertake is a request from Rosemary Pavlu who mentioned that her church is trying to help a 7-year-old boy who lives in Scotland and is dying. He has one strong wish, to go into the Guinness Book of Records for having received the greatest number of post cards.

They feel that Chapter 3 can certainly assist this boy in his efforts to reach his goal. It costs only 33 cents to send a post card to Scotland. His name is: Little Buddy, P.O. Box 76, Paisley, Renfrewshire, Scotland, U.K. Why don't all of us in PHSA see what we can do to help this little guy.

Gladys Drexler's afghan was raffled at their August meeting, from all reports it was beautiful. The Chapter has also added a new Identification Banner, which is done in blue and gold with two logos to their inventory, plus two new PHSA flags.

* * * *

Chef "Pedro" of California Chapter 14 in Orange County, to be more specific, Los Alamitos American Legion Post 716 held their annual Bar-B-Q this past September and as usual it was a great success. Once again it is nomination time for new officers for the coming year. One added

note here about member Bob Watson, National President Tom Stockett has appointed Bob as assistant Associate Editor of the *Gram*. Welcome Bob, this MINI NEWS might be right up your alley? Just kidding, welcome aboard.

Their October Birthday Dinner and installation of Officers for the coming year will take place at the Officers Club (Allen Center) on Terminal Island. Following dinner and the installation, they will devote the rest of the evening dancing to a very good band, which will take them up into the wee hours of the morning.

During their September festivities they held a book and hobby fair, and another great success.

They would like to remind their members that the fiscal year for PHSA is now October 1 through September 30, 1987, so your dues are now payable and due. Their chapter dues are \$2.00 plus the National dues which is now \$10.00.

From their YUK YUK department: From the *Guns and Ammo Magazine* — On Pearl Harbor Day—45 years later — we recalled the immortal words of "Nohiro Kachatori" (known to his buddies as Chicken) upon viewing the mushroom cloud over Hiroshima from a safe distance, he was heard to mutter; "Wassammatta, Yanke, no sena Yuma?"

* * * *

Sacramento Chapter 6 "The River City" chapter hosted the Northern California Joint Chapter meeting this past July which according to all reports was very successful. It's these type of meetings that keep all chapters

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informed as to the events of surrounding chapters in their areas.

In attendance were 10 chapters from the northern area. Florence Sidenblad and Evelyn Brake did a wonderful job of entertaining the ladies while the PHSA members were attending the business meeting.

They held their annual picnic this past September at McClel-

dent Willis Lyman conducted their meeting at the picnic. They voted in favor of holding this picnic every year during Turtle Days in Joshua Tree, plus they plan in the future to enter a float or a marching unit so the chapter can get more exposure in the community.

* * * *

August newsletter received

jo player and sing-alongs and enjoying lunch on board.

On Saturday it was all business at their annual meeting at which 32 survivors were remembered in the Bell Ceremony. They also struck one bell in memory of Kate Smith. Victor Paradis was elected 5th District Director, with Rockford, IL being the site of the 5th District Convention in 1988.

The banquet that evening plus dancing to the music of Buzz Marvin's six piece band completed the festivities. On departure day, Sunday, they held a Candle Ceremony for their departed 32 survivors, which was followed by a wreath laying ceremony. National President Tom Stockett, flanked by Vice President Dave Bedell and 5th District Director Jay Finnern cast the wreath into the waters.

During the business meeting, a motion was made from the floor to donate \$100 to the Memorial Wall at the Air Force Academy. This was followed by a personal donation by Harold "Mac" McDonald.

States represented at the convention were: Illinois, Indiana, Iowa, Minnesota, North Dakota and South Dakota.

Survivor, John Gill was commended for having in excess of 50 hours of volunteer service to veterans in the VA Hospital.

* * * *

From the "SAFE HARBOR" in the Virginia and Washington D.C. areas, Peninsula, Chapter 3 held its meeting in May at the Holiday Inn, in Hampton with nine members and their wives, plus the wives of two deceased members being present. This meeting was set up to explore ways and means of getting every member and his family involved in carrying out our mission.

As a result of the vote, they will meet every other month on the second Sunday. Their July meeting was held at the Officers Club, Langley Field, Hampton. Their many thanks go out to Col. Carl Nelson for arranging the meeting place. A PHSA pla-

FIRST DISTRICT
THANK YOU FOR YOUR
SUPPORT AND
ENCOURAGEMENT.
TRI-CITY CHAPTER #31

que was presented to Mrs. Ulysses R. Simpkins in memory of her late husband.

The state of Virginia was well represented at the 6th District Convention.

On the voyage of the replica of the *USS Arizona* up the inland waterway and Chesapeake Bay from Florida to New York for the Statue of Liberty rededication. Earl Selover picked it up as it arrived at Great Bridge and sent out an alert memo. Chapter 2 greeted it at Norfolk and received some TV and newspaper coverage.

Then Chapter 1 greeted it at the Washington Navy Yard. Chapter greeters were somewhat disappointed that Navy and other officials could not be aroused for the attention the visit deserved.

The "Pearl H." which was towing the replica, ran into heavy weather near Wolf Trap Light, lost the tow and had to ask for assistance from the U.S. Coast Guard. The replica handled the seas better than the towing houseboat, but was put on its trailer and trailered to Kilmarnock and closer to Washington.

Congratulations to Chapter 2 on its birthday celebration.

In September Chapter 4 was invited to participate in Patriotism Day at Byrd Park in Richmond, where they set up a display booth.

The Fredericksburg's Parade and Living Festival saw representation by both chapters 1 and 4. This was in July, which was among other war-era displays and "living" history enactment. The display was 4 x 16" overall, and consisted of photograph and drawing that set the scene with the prewar battleship Navy. Then moved on to the *USS Arizona* and other ship types. Bob



Installation of new officers of Tri-City Chapter 31, Oceanside, CA.

lan AFB. Young and old had a great time of fun and frolic plus lots of food.

John Brake has been appointed to fill out the term of treasurer of Chapter 6.

* * * *

It seems to be the picnic time of the year around the country, so Yucca Valley Chapter 21 held theirs at the Joshua Tree Ranch with members and their wives plus friends enjoying golf, volleyball, horseshoes, shuffleboard, motorcycle trails and a good old fashion Bar-B-Q.

Oh we almost forgot, there was fishing for adults and kids. With chapter President Bob Hefner on the road, Vice Presi-

dent from the Howard E. Brannon chapter of Phoenix, AZ informs the *Gram* that this bunch of survivors is still going strong, along with their fellow survivors from the Tucson area. During this meeting, John Evers, assistant director of the Arizona Veterans Service Commission spoke on: "Everything you always wanted to know about the VA." Many questions followed his presentation, such as service-connected disability, the newly ruled pension which is being made available for nursing home care, based on family income.

In September, Williams AFB invited these survivors and their wives for a bus tour of the base, also to the simulator for a demonstration along with a question and answer period. Major Dan Peterson USAF was their host. Nominations were held for officers, they will be installed during their October meeting.

* * * *

In the land of 10,000 lakes the 5th District Survivors sat in convention at Minneapolis, MN this past June. They enjoyed shopping, sight seeing and fellowship in an amply stocked Hospitality Room. On Friday evening they all participated in a cruise on the Jonathan Paddleford down the mighty Mississippi, while being entertained by an excellent ban-

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- LADIES' PIN WITH BOW EMBLEMS 3.75
- EMBROIDERED 9" EMBLEMS 7.50
- LICENSE PLATE FRAMES 7.00 PR

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Make checks payable to PHSA Chapter 14. Send to Chapter 14 Storekeeper, Frank C. Westgate, 3303 E. Valley Blvd., Space 89, West Covina, CA 91792, (818) 964-2926.

NOTICE

The Admiral Nimitz Museum in Texas is very interested in receiving WW II artifacts of any description for the museum. Please contact: Superintendent — Admiral Nimitz State Historical Park, P.O. Box 777, Fredericksburg, TX 78624.

Carlson and Bill Miller were instrumental in putting up this display.

Last but not least was the parade down Caroline St. in Fredericksburg. Members from Chapter 1 — Central Piedmont Chapter 4 were provided a 1941 Dodge ¾-ton weapons carrier, so that all these survivors would not have to walk 1.2 miles in 90 degree weather. Not so lucky were the flag bearers, Hamlett and Lubamersky marched the complete route without a whimper, but mighty proud to do it.

* * * *

Chapter 11 of Mare Island, CA held their first nomination of officers for the coming year. At a joint meeting with Chapter 6 in Rancho Cadova they all enjoyed a tail-gate party. Although there was no host to greet the RV'ers at Bobby D's, the manager of the park joined the group and one heck of a time was had by all. No curfew was set, so everyone had a ball. Much discussion took place on the resolution of Chapter 23, Santa Rosa and the right of the National and Executive Boards to form a foundation and lottery without approval of the membership at a National Convention.

They have submitted a resolution to the committee to be brought up in Hawaii and decided to wait for the results of said committee and the floor discussions on how to vote on the resolution. It was also brought up at this meeting that another resolution will be brought up on the floor in Hawaii, to make all civilians who worked for all the armed forces in Hawaii on Dec. 7, 1941, to make them associate members of the association.

* * * *

Chet Halcomb, Pete Larghey, Leonard Vasquez (the watermelon kid) all volunteered to set up and be the hosts for Hemet Valley Chapter 27's annual picnic. This is the hot time of the year out in California, but we are quite sure they will find a shady spot for this get-together.

This was held in September and although it was hot, it was



California State Chairman, Chuck Mallon installing Chapter 31 President Jim Evans.

shady and a great feast was had by all, including your Editor and Maryanne.

The Hemet Valley Veterans Memorial, promoted by Chapter 27, has been favorably passed by the Park Commission, with the recommendation that it be accepted by the City Council. This past July the council met and approved the plans to place the memorial in Gibbel Park, at the corner of Florida Ave. and Kirby St. It is on this corner that the present flag pole is located.

These members have discussed suggestions that they host a state convention. The consensus was that outside interference could cause a cancellation. It was suggested that the new Oceanside chapter be contacted to see if they might be interested in co-hosting a convention.

There was also much discussion about disbanding the chapter, but this was put off to a later date. They invite all chapters in southern California to come join them on their meeting days, to join in on the fellowship and comradeship.

* * * *

San Fernando Valley Chapter 12 met at the VFW Post 8310 in Burbank during the month of September with the dinner theme being Italian. These members were kind enough to change their meeting date in October to the 2nd Saturday of the month so as not to interfere with Antelope Valley Chapter 18's Luau.

But we are ahead of ourselves, lets go back to the month of August. For a summer month meeting they had 44 present. In fact Kenneth Skiles was so surprised at the turnout he

on Terminal Island Naval Base. Many who were present were able to go aboard the *USS Los Angeles*, nuclear submarine which was in port during the picnic. It was almost a two hour wait to get aboard, but was worth it.

They have made plans for their Dec. 7, 1986 ceremonies and Memorial Services at Valhalla, with Frank Balas handling the program. They have also arranged for the famous Sentimental Journey (B-170) — two (B-25's) — three (P-40's) and seven (At-6's) to fly over the area at the exact time of the original Dec. 7, 1941 attack.

* * * *

From *Gabriel's Horn* newsletter of the San Gabriel Valley, Chapter 9 of California, we receive word that during the month of September they all met at the VFW Club in Pomona. Membership attendance has been down during the summer months, but they are hoping that this fall the members will start attending and make it a habit.

A letter was read from State Chairman, Chuck Mallon which announced that liability insurance was going up from seventy-

thought he was setting in on a VFW meeting.

During this meeting the membership voted to have a permanent Veterans Fund as a continuous project. Visiting them from the state of Michigan was Jack Aupperlee, State Chairman and his lovely wife Suzanne plus their two grandchildren. Both Bill and Jack were celebrating their 39th birthdays, plus a few years.

These members also attended Chapter 1's picnic at Gull Park

OFFICIAL PHSA FLAGS



From Chapter 28 Redding, CA

12 x 18" RV type PHSA flag with grommets or on a staff...

\$12.00 EACH

12 x 18" RV type USA flag with grommets or on a staff...

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\$2.50 EACH

Unfringed

\$2.00 EACH

4 x 6" Desk Set type USA flag Fringed

\$1.40 EACH

Unfringed

\$1.00 EACH

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Fringed

\$1.40 EACH

Unfringed

\$1.00 EACH

All RV flags are made of durable Nyl-Glo material, others are Empire Rayon. Chapter discounts are available on 6 or more flags of the same kind.

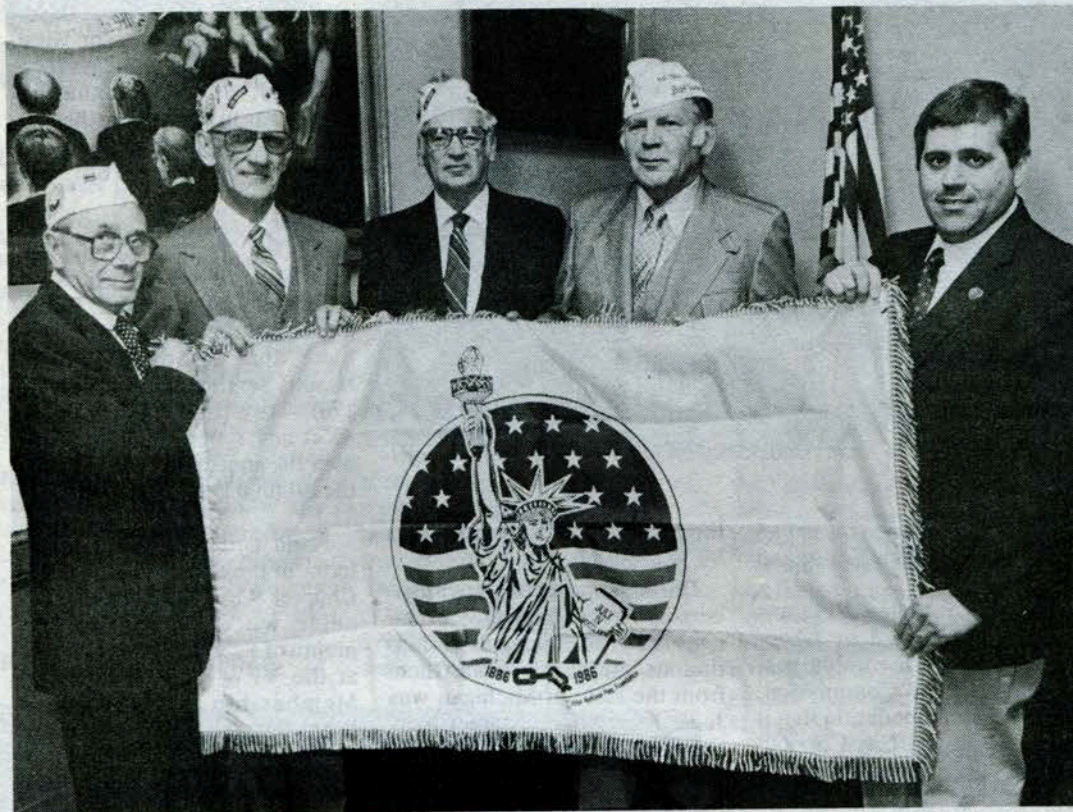
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Redding, CA 96001
(916) 243-2972

James A. Ipock
(USS Vega) and
N.C. Chapter 1
Supports the GRAM



Keystone Chapter 2, PA, color guard receiving a flag of the Statue of Liberty from the Glassport, PA, Lions Club. From left to right: Anthony Solomon, Theodore Opfer, Floyd Laughlin, David P. Bedell, National Vice President; Arthur Trunzo.

five cents per person or survivor to \$3.00 per member. This has caused much concern throughout the state and to date there has been no real answer to the problem.

It was noted that Mr. Mallon had designated Ed Flaherty of Chapter 12 to look into the state's problem of insurance to see if there was a solution and if possible to check for companies that might charge a lesser rate to the members or chapters.

The State Convention in Texas has come and gone but from all the comments it was a huge success. They were honored by the presence of National President Tom Stockett, Vice President David Bedell and their lovely wives. Dr. Ron Marcello, PHS A Oral History Project NTSU, was present to record oral histories. He informed them that he received a number of very good accounts of that Day of Infamy.

State Chairman Albert Fickel was re-elected to another two years as the Texas State Chairman and he wishes to give his many thanks to all who had the confidence in him to re-elect him to this office.

Texas Senator Ken Caperton was the guest speaker at the convention banquet.

Efforts are underway to erect a PHS A Memorial on the State Capitol grounds.

At their District meeting they elected Missouri State Chairman, Curtis Shultze to a two year term as 4th District Director.

Albert reports that all Texas chapters are doing great and active in PHS A affairs and endeavors.

* * * * *

This past August, Middle Tennessee Chapter 4, held a reorganization meeting at the Airport Hilton Hotel, in Nashville. Eleven members were present and pledged to do a better job in the future for PHS A. Spencer Davis, past State Chairman and Clyde Hudson, their new State Chairman, pledged to assist them in their endeavors.

Newly elected officers are as follows: President L. Jerry Gammon, Vice President W. T. Hickerson and Secretary/Treasurer Frank Mossack.

New President Gammon stated he wants the chapter to be

active in veterans affairs. Their first meeting was held in Waverly during the month of October. Discussion took place on Dec. 7, 1986 activities and that they will participate in a program to be held at the Veterans Administration in Nashville.

Back in December of 1985 these members held a program at the Veterans Hospital in Nashville, which was organized by, Edgar French, Richard Fulton, Mayor of Nashville, was also the guest speaker for this event. Mr. Ned Ray McWherter, Speaker of the House in Tennessee donated an American Flag, two staffs, two bases and a president's gavel to their chapter.

Due to the limited use of his hands, Mr. Mossack resigned from his office and Edgar French was elected to the position of Sec/Trea.

* * * * *

The Hoosier newsletter in-

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

formed the *Gram* that this past August they met at Ernie and Doris Bough's home in Terre Haute. The report goes on to say that during the meeting and dinner, these members had much fun and fellowship.

Newly elected officers for the coming year are: Indiana State Chairman, Ralph Moore. Chapter 1 officers are: President John Shoemaker, Vice President Ernest Bough, Sect/Trea. Ralph Nye and Trustees, Orville Jinks, John Berlier and Charles Newkirk.

Indiana Chapter officers: President George Churley, Vice President Mario Jobbe, Sect/Trea. Raymond Crane and Trustees: Herb Roach, Herman Krumdick and Edward Jagieta.

At their last meeting all Hoosiers were reminded to get those reservations in early for the 45th Reunion/Convention in Hawaii this coming December.

* * * * *

Central Valley Chapter 8 of Fresno, CA had 65 survivors, spouses, widows and guests in attendance at the unveiling of the Pearl Harbor Memorial at Woodward Park this past July. The event was covered by TV stations, channels 24, 30 and 47 of Fresno with the *Fresno Bee* photographer in attendance.

Lawrence McNabb and Steve Maddux, Chapter President, opened the Memorial Ceremonies by unveiling the plaque, which was covered by a seaman's neckerchief. Steve then gave the opening speech.

Noreen Blake closed the dedication by singing, "Remember Pearl Harbor" and "God Bless

OFFICIAL PHS A MAGNETIC SEALS

Florida Chapter No. 6 is selling 12-inch diameter tri-colored magnetic PHS A Seals for \$10.00 each. Forward check and order to 2223 Hyde Park Road, Jacksonville, FL 32210.

America." Following the dedication ceremonies they all retired to the Woodward Park Gazebo for a barbecue. During the dinner hour all members present gave Lawrence McNabb their many thanks plus a few hugs and kisses for his efforts as chapter Historian, Photographer and Trustee and especially for his efforts and diligence in making the Memorial for PHSA a success. This was his idea and he followed through on it to a successful end.

During the month of August they held their monthly meeting at the Riverland Inn on the beautiful Kings River just south of Kingsburg.

* * * *

The *Pony Express* newsletter of Hangtown — 30 just arrived by some cowboy riding by on a fast horse and yelled here it is, hot off the press. First nomination of officers for the coming year were held this past August, then during the month of September their monthly meeting was held at the Veteran's Building in Placerville, CA.

Their biggie coming up will be held this coming October, which is the annual Octoberfest.

It is scheduled for October 2 through 5. This will be four full days of fun and frolic. RV'ers and campers are more than welcome. The northern chapters of California, joint meeting will be held on Saturday the 4th at the Veterans Building.

* * * *

Mt. Diablo Chapter 13 of Contra Costa County, CA participated in Flag Day ceremonies at the Walnut Creek Elks Lodge 1811. Each man carried and presented a flag, that at one time or other, has flown over the United States.

As usual it was bowling for chapter members during the month of September at the Golden Gate Lanes in El Cerrita, CA. Plus their monthly meeting at the Greenery, Diablo Hill Golf Course and a safari to Clear Lake. The October meeting will be election night for officers during the coming year.

A joint installation of officers of Chapters 11 and 13, will be held during November at the Elks Lodge in Vallejo.

* * * *

Chapter 7 of Central New York held their regular meeting



Members of Mt. Diablo Chapter 13 of California shown after participating in Flag Day ceremonies at the Walnut Creek Elks Lodge 1811. From left to right: Gerald Hofmeyer, Earl Klein, Joseph Ruggles, Leonard Barnes, Stanley Harber, Max Dickson, Jack Hughes and Henry Freitas.

in September at the Trumansburg American Legion Post with the hosts being Jack and Helen Roedel.

Their annual picnic this year was held at the Veteran's Club in Richfield Springs, with Ralph and Bessie Osterhoudt hosting the affair. The weather was overcast, warm and humid, but the large banquet room was comfortable and decorated with Fluffy's clever touch. It was an excellent afternoon with 32 survivors and Pearls having a good time with friends, good food, good conversation and Hawaiian music.

For those who missed the show, it's three lashes at the mainmast, plus you missed getting one of Fluffy's squeeze kisses. Ken and Ella Dury traveled from Damascus, PA to attend this function.

A reminder was given to all that the 8th District reunion will be this coming October in Chocopee, MA from the 24-26.

* * * *

There has been increased interest among Florida survivors who are going to Honolulu this year to attend the Hale Koa Luau on Dec. 4, 1986. The Hale Koa is close to all the hotels and they have a luau and entertainment that is rated TOPS in Honolulu. The price is right, especially with the festivities starting at 5 p.m. This includes dinner/show, two complimentary cocktails or one exotic drink and also includes gratuity. The fabulous Al Harrington Production featuring Rod Tanu will be the featured attraction among so many others, including the Samoan Fire Dancers.

Although Hale Koa facilities are available only to military, active or retired, those who are eligible will sponsor all others as guests who want to attend.

It is important that you make reservations up to two months before the affair in order to attend. That date is Oct. 1, 1986. Make check out and send to Mr. William "Tom" Faulk, 704-2 Michigan Court, St. Cloud, FL 32769 or phone (305) 957-1892.

The 6th District has elected Clyde Hudson to a two year term of office as District Director. Clyde will be sworn into office this coming December in Hawaii along with all other elected directors. Outgoing District Director Harold (Sarge) Cook wishes to give his many thanks to all in the 6th District for keeping the adrenalin, love, hope and life going that he needed to keep going these past two years. As he puts it you members are the greatest.

The veterans administration VAVS program continues under

Sarge's direction. Survivor programs at Bay Pines Medical Center in Florida have amassed over 4,341 hours for the fiscal year of 1985.

Robert McClintock, Jr. has been appointed to fill in the remainder of National Secretary Hall Pickards duties, due to Hall's sickness. Bob will take over these duties immediately. Bob will also continue on as Florida State Chairman until his term expires in December.

Newly elected State Chairman Frederick Guest will take office on Dec. 8, 1986.

* * * *

San Francisco Bay Area Chapter 2 participated in the July 4 Alameda parade, with 17 marching survivors and three riding in a vehicle. They won



April 21, 1986 — Mr. Richard F. McElligot, director of Bay Pines V.A. Hospital Florida presented Lou Cook with a gold medallion for 15,000 hours of volunteer time. Lou is also an honorary member of the Suncoast Chapter #1.

APPEAL FOR HELP

Richard S. Ward, BTC USN Retired, is submitting a claim for service connected disability for Asbestosis and would appreciate hearing from shipmates who served with him aboard the following:

- USS Pensacola 12 January, 1931 — July 7, 1933F2/c
- USS Jacob Jones 16 of August, 1933 — 7 August, 1934F1/c
- USS Hull 3 May, 1935 — 16 February, 1937F1/cWT2/c
- USS Turkey 22 December 1938, and continuing until 17 September, 1943. .CWT
The CWT rate was changed to BTC. Continuous service until retirement in 1950.

Anyone who can help in this effort is asked to write to Mr. Ward at 2121 Linden Avenue, Waukegan, IL 60087.

first place in the "Seniors Walking Unit." Also at their July monthly meeting, even with all the vacations they had 40 present for the meeting which was held at the "Brig." The speaker was Carl Glimsdale, MMC, USN Retired. Almost forgot, the Brig is on Treasure Island.

Then during the month of August they held their annual picnic at the Meek Estate in Hayward.

Chapter 2 has never had a name for its newsletter, so they are kicking the name of "Foghorn" around but they are still open for suggestions.

In September these members, wives and friends attended the baseball game between the Oakland A's and the Detroit Tigers. It was all topped off by a tailgate party.

* * * *

Chapter 23, Luther Burbank in the land of wine, roses and lakes, was honored to attend the Northern California Joint Chapters Meeting and Sacramento Chapter 6's 22nd Birthday Party this past July in Rancho Cordova with seven members and their wives being present for these affairs. Their own Bill Johnson chaired the northern area meeting.

The chapter's regular meeting in July was held at the Santa Rosa Veterans Memorial. They just beat the start of the county fair by one day with this meeting date.

President Frank Sennello, who was elected as the chapters "Man of the Year," proudly pas-

sed around the beautiful plaque he was presented during this meeting.

During the month of September, VFW Post 1844 of Santa Rosa catered their "Ladies Night Out" dinner to the enjoyment of all present.

Chapter member Everett Grimm, was recently elected, State Commander of the Military Order of the Purple Heart. Congratulations Everett! He is also president of the local Fleet Reserve Association branch.

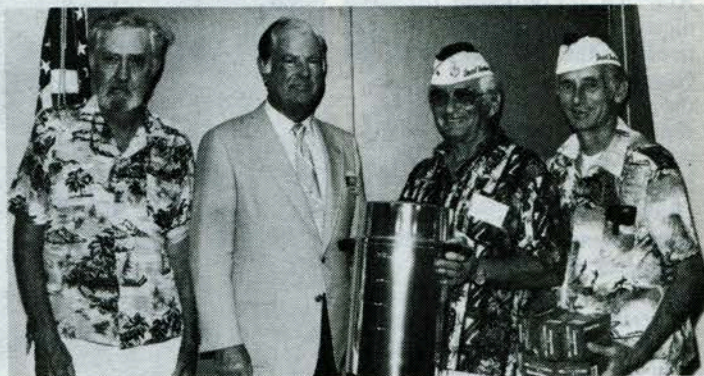
In August they held their Gaynos' Bash. It was their annual summer barbecue meeting at the home of their delightful hosts, Tex and Nick Gaynos. This was another fun filled day, but the gals were asked to leave their bikinis at home, because they didn't think their hormones could stand the sight of all those gorgeous creatures parading around the pool.

Their blood bank under the direction of Clair Cate continues to grow.

* * * *

Santa Clara Valley Chapter 7 of California, in August held a Spaghetti and Meat Ball Dinner at the Bold Knight in Sunnyvale.

They will host the northern area PHSA joint meeting during the month of October. As stated in the Hangtown Mini News, this meeting will be held in Placerville. Along with many members from other chapters in the north they attended the baseball game between the A's and the Tigers . . . From all re-



From left to right: Dave Leigh, Mr. Doherty, Veterans Hospital, Max LeVine and Bill Watson, making presentation of coffee urn to Mr. Doherty, on behalf of the Veterans Hospital, Miami-Dade Chapter 8 of Florida, purchased the urn and donated it to the patients of the Veterans Hospital in Miami.

ports that tailgate party was something else.

These chapter members have a saying: "Blowing out the other fellows candle, doesn't make yours any brighter!" It's something to remember. It was picnic time during the month of September for these survivors, wives and friends, at the McClellan AFB.

* * * *

Over the far Pacific and Pupu-kahi from Aloha Chapter 1 we see that their July meeting was held at the Lanikai Community Center with many guests being present from the mainland. Joe Niemitz reported that the convention plans were progressing and the various planned activities were falling into place. CIN-

PAC will support the convention in anyway they can with the exception of providing transportation. The convention parade is still on schedule for Dec. 6, the registration committee is on target, with the mezzanine floor at the Sheraton Waikiki Hotel being available for registration and other activities.

Back to bases committee, headed by Admiral Dybdal is going very well with no complications so far.

Gerdi Lynagh, informed the members present that the luncheon and fashion show for the ladies will be held in the Monarch Room at the Royal Hawaiian Hotel.

In August the VIP Volunteers at the USS Arizona Memorial were honored by a dinner at the



Northeast Florida Chapter 6 members participating in the Memorial Day Observance services in May, 1986, at Jacksonvilles Evergreen Cemetery. From left to right: Steve Bernhard, Ralph Henderson, Fred Guest, Nick Lance, Phil O'Brien, Kay Tardiff, wreath bearer and wife of survivor Bill Tardiff, Ed Kmeic, Leslie Alfrey, Arthur Elliott, Virgil Green and Alex Cobb.

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<p>Adult sizes only — S,M,L,XL</p>	<p>Children's Sizes only — S (6-8), M (10-12), L (14-16)</p>
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Flamingo Chuckwagon.

In September it was Sunday brunch time at the Pearl Harbor Officers Club.

* * * *

Utah Chapter wishes to thank the Smethursts for presenting the chapter with a PHSA banner, especially to Norma for all her time and work, plus her efforts in making it. They say it's beautiful.

Their August meeting was held at the Odd Fellows Hall, Sandy. This was followed by a social hour and dinner. This was an outdoor affair.

Lawrence Smethurst would like to thank all who gave of their time and energy in making the convention a success. Many survivors and their wives came from afar to attend this affair, saying how much they enjoyed the planned side trips, prizes, and dinner.

* * * *

Motor City Chapter held their September meeting at Benny's Restaurant and made plans during their October meeting to have election of officers for the coming year. This was at the Bonanza in Dearborn Heights, MI.

* * * *

The Roadrunners from Chapter 29 of Victorville, CA are still a traveling bunch.

They head north or south, east and west to participate in other chapter functions

throughout the state of California. Even at times venturing over state lines to attend other events and functions. We heard that they have their gamebird back after being kidnapped last year at their annual Calico Campout. We understand that this year the bird will be kept under lock and key or rigged to trap any who might have an idea of taking the bird again. We understand that it went through hell by the time it was returned to the chapter. Clint be on your toes this time around.

During the month of June several members traveled to Haigh's of Silver Lakes for a real chowdown and booze party. Believe us it was a real success. The girls went all out in the food department and Uncle Bill the Mad Marine mixes a real dangerous "Dan Margrue" boiler-maker with a dynamic punch. Old Captain Haigh took all of them on a cruise out on the lake in his Big Red, which is an old converted mine sweeper, it saw service with the asiatic-patrol and on the Yantze River with the Panay. His wonderful wife Marg was the first mate, having finished her navigation course with the Mojave Yacht Club. Roy Clark acted as Chief Bosn's Mate and Gus Caros took soundings so they would keep off the sandbars and etc . . . A super time was had by all.

We can't forget their biggie

for the year and that is the CALICO Campout from October 30 through November 2. This will be followed by an Open House and George AFB which will feature the Thunderbirds. You will have one heck of a time plus a little fun and frolic with Ron Miller and Puck or the bird.

* * * *

Chapter 24, Palomar Mountain in Escondido, CA held their picnic this past July and it turned out very well, thanks to a lot of hard work by many people. Due to the hot weather in the area they cancelled their Au-

gust meeting, but held their September meeting at the Veteran's Hall, in Escondido.

* * * *

Williamette Valley Chapter of Oregon really had one great time at the 2nd District convention. Present for the convention were eleven survivors and nine spouses.

The chapter held a meeting while at convention and decided to give their dues rebated to the State Chairman's Fund. In July the chapter met at Bob and Arlene Dahl's home, in Albany. It was picnic motif with more

ITEMS FOR SALE

National Storekeeper's Office, PHSA

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

P.O. Box 1794, Lake Havasu City, AZ 86403
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HATS (Serge lined, includes embroidered emblem) . . .	13.00
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Other sizes — Special Order	
DECALS (Windshield)25
LAPEL PINS	9.50
EMBLEMS (Cloth, for hats, jackets, etc.)	1.00
BUMPER STICKERS50
RUBBER STAMPS (PHSA Seal, 1 ³ / ₁₆ " diameter)	4.50
OFFICIAL PHSA FLAG	45.00
GOLD DECAL50
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.)



Sgt. Richard W. Smith before the attack on Pearl Harbor, 1941, and Richard in August, 1984, on a visit to Schofield Bks., which was 43 years later. He was welcomed with open arms and stated to the present troops



that the barracks still looked the same as it did 45 years ago . . . Richard entered the service October of 1939, in Baltimore, MD.

than enough food to go around several times.

Bob Dahl proposed the chapter make up envelopes for sale at the National Convention in Hawaii. In discussions the members felt that this was a good idea, but could be in possible violation of National Constitution and By-laws. President Robare requested that Bob follow up and research the legality.

Wayne and Irene Wehrli donated an afghan which was to be raffled off at some later date, which was to be announced.

In August members met at Bob and Verna Rosees home in Corvallis. It was Bar-B-Q time with all the trimmings.

* * * *

Long Island Chapter 135 reports to the Gram that their sixth and final meeting of the summer was held at the American Legion Post in Massapequa this past June. Also during the

month the chapter was invited to dedication ceremonies of the "Fire-fighter Bell Tower," which is also located at the Massapequa R.R. station. Members keep ordering their chapter jackets with eleven being ordered lately.

Frank Mankowski Sr., reported that the VA Hospital at Northport will take care of service connected disabilities, but non-service connected ailments will be treated on a graduated scale according to personal resources.

President Tupper made everyone a committeeman to seek information in regards to the possibility of having "Pearl Harbor Survivors" printed on their license plates.

During September many members attended the Glen Miller Army Air Force Band dinner dance.

President Tupper reported



This bomb fragment rolled up to within two feet of Harold Fawcett on December 7, 1941, on Ford Island. Bomb crater was about eight feet deep and 25 feet across. Harold found the fragment in vicinity of sea plane hangars in line with Battleship Row along sidewalk. Can anyone identify it?

that he had received a reply from the Assistant to the Supervisor of the town of Islip in which permission was granted to proceed with the replacement of the bronze plaque that was maliciously removed from the Bay Shore Marina. The replacement plaque is now being processed at the foundry.

* * * *

Last but not least is the good old home-base Chapter 18 of

Antelope Valley in California.

We of Chapter 18 have participated in two parades during the month of August. The Tehachapi Mountain Festival parade, with much help from members of Chapter 14 and 12, and the Antelope Valley Fair Parade in Lancaster.

Of course it was picnic time in Tehachapi, the weather was suited for a picnic, with everyone in attendance wanting to get



We have all seen this photo many times, but this photo was taken by one of our survivors on December 7, 1941, and was published in the Call — Bulletin P.H. on December 7, 1942. Harold S. Fawcett, after taking the picture, returned to the states on the same day only to return overseas on VD-1, U.S. Navy Photo Reco. Sqd. #1. Photos such as this were held one year so that the Japanese would not know how much damage they had done . . .

NEW MEMBERS

1985 and 1986 have proved banner years when we talk membership and our new members. As of this date, the PHSA shows an increase of 1085 new names added to our membership since December 7, 1984.

As membership chairman, let me take this opportunity to thank each and every sponsor for all their efforts and endeavors for the Pearl Harbor Survivors Assn., Inc. Theirs proved to be a yeoman job and they deserve all the accolades and sincerest congratulations from the entire association.

Also along the line of membership, 584 requests for unit lists and individual names and addresses have been answered. This certainly shows a keen interest and true concern in our brother survivors.

The results of the membership contest will be announced at the 45th Anniversary in Hawaii. The contest winners' names will be published in the first issue of the Gram in 1987.

Again, my warmest congratulations to all concerned members for a job well done. We still share that common bond and belief that the PHSA is surely the elite of all veterans organizations.

Thank you, ladies and gentlemen.

David P. Bedell
PHSA National Vice President

up in the mountains and out of the heat of the desert.

In September chapter members met at Fred and Maleta Wahl's for a Steak-Out. Final plans were discussed for Arnold the VIII. He will be barbecued this coming October for the

chapter luau, which will be a weekend affair. It will run from the 3rd through 5th. This shindig will be held at the Palmdale Moose Lodge on the 4th. RV'ers and campers are welcome. Later in the evening it will be the BIG BAND sound of

the Playboys. This is a must so don't say you missed out on the biggie of the YEAR in Antelope Valley.

That is it for this time fellow survivors and gals. I have one more issue to go, so get those newsletters in early, by the 15th

of November. We will have the *Gram* put to bed by the time we leave for Hawaii, that's the January 1987 edition with only the results of the National Election of Officers having to be phoned in to the printers from Hawaii.

Directives . . . (Continued from Page 3)

Motion Made by William Eckel, 4th District Director, to have the Editor of the *Gram* print a coupon for donations toward the PHSA Memorial Wall Fund. Seconded by James Sinnott, 2nd D.D. Amended by W. Eckel "to be in all issues of the *Gram* until the monetary fund has been totally received." Amendment seconded by Wally Kampney, Treasurer. **Passed unanimously.**

Motion Made by Julius Finfern, to rescind an action previously taken by this board upon a motion made by Mannie Siegle wherein the National Officers names and offices be printed in gold lettering in the *Gram*. Seconded by Forrest Smith, 8th D.D. **Passed unanimously.**

Motion Made by Leo Smith, 3rd District Director, that the Treasurer defer the notification and dropping from our rolls members who are past three-month delinquent and notify the district director and/or state chairman. Seconded by Harold Cook, 6th D.D. **Motion tabled.**

Motion Made by G. Hall Pickard, Secretary, that the Hawaii Reunion Brochure be sent out by McDaniel Travel Management first class mail so that brochure can be forwarded in the event of address change. Seconded by Julius Finfern. **Passed unanimously.**

Motion Made by James Sinnott, 2nd District Director, that the treasurer, Wally Kampney, be authorized to hire necessary help to administer the Sweepstake tickets. Seconded by William Eckel. **Motion passed with one abstention.**

Motion Made by William Eckel, 4th District Director, that we commend Lee Goldfarb for his outstanding work in receiving the National Charter and sending copies out to the District Directors and National Officers. Seconded by Julius Finfern. **Passed unanimously.**

EBD #5-86 President Tom Stockett has requested the following be submitted to you for your approval or disapproval. Sixth District Director has requested permission to manufacture and sell PHSA Anniversary pins for the 45th Anniversary at the Reunion Return in Honolulu in December 1986. Remaining pins will be offered for sale through the *Gram*. The pin will be circular (1 1/8 inch diameter) attached to be worn by a post and spring button fastener. It will be cast in bright metal and will utilize the logo at its center. The colors are basically red, white and blue. The eagle will be light blue with appropriate gold trim. A black and white facsimile is attached. Design and color choice is in good taste and attractive. Shall permission be granted for the Sixth District Director to sell the pin utilizing the logo at its center in accordance with the above request. **VOTE: Approved.** Vice President Bedell, Treasurer Kampney, Secretary McClintock, 1st District Duran, 2nd District Sinnott, 3rd District, Leo Smith; 4th District Eckel, 5th District Finfern, 6th District Cook, 7th District McCarthy, 8th District, Forrest Smith. **PASSED UNANIMOUSLY.**



Convention Information

From: Convention Coordinator

To: All Survivors

During your stay in Honolulu for the 45th Reunion and Convention, the park service will reserve seats on every boat during the time between 2-9 December 1986, going to the *USS Arizona* Memorial. If you desire tickets in advance, please contact the following personnel:

Mr. Robert Kinzler (808) 488-2385/or 422-2771
Mr. Richard Fiske (808) 949-1862

We need 50 volunteers to help with the States Parade of Flags. One survivor representing each state will carry a flag. This will be held at the National Cemetery of the Pacific, National Shrine, on December 7, 1986, at the Sunrise Service. More information to follow.

The Aloha Chapter Convention Committee is planning a return to post or duty station on December 8, 1986. We are going to try to get the military to provide bus transportation from Fort DeRussy to the various posts and stations. If the military cannot furnish bus transportation, then we will charter civilian busses.

For planning purposes, we need to know how many are interested in in this program. If you are interested, please contact Convention Chairman Joe Niemitz, PHSA, 3346 Manoa Rd., Honolulu, HI 96822.

Some Survived . . . (Continued from Page 13)

mess officer explained, "I want you to have all you can eat and still have some left over to throw away."

The day following, an American B-29 bomber circled over the camp, and dropped parachute loads of supplies — hams, turkeys, corned beef, canned fish, vegetables, fruits, candies, pudding, medical supplies and clothing.

Several days after that Lawton and others went down to the waterfront of Jinsen (the present-day Inchon), Korea, to see the American forces come ashore. "Young they were and strong-looking," he writes. "With full field packs on their backs and rifles at ready however, they gave the impression of men capable and ready to go in to battle immediately."

After stays in Manila and San Francisco, Lawton arrived home in South Carolina two months later. His weight, which was down to 115 pounds at the

time of the Japanese surrender, eventually leveled off at 185 pounds.

"At each sitting I consumed as much food as any three working men," he says of his return to South Carolina. "In between there was always room for ice cream, milk shakes and candy bars. While it got to be somewhat embarrassing to my mother, the numerous good cooks around Garnet and Estill seemed delighted.

"I couldn't say that all the years of denial of family, friends and food was worth the pleasure now being reaped in catching up on each, but this rapturous festival served rapidly to blot out unpleasant memories, and convince me that, really and truly, it was all over, and that more fortunate than many brave men, I had survived."

Some survived, was a selection of the History Book club and is now in its fourth printing.

New Members . . .

(Continued from Page 10)

SNELL, Donald O.
Oceanside, CA 92053
(Naval Air Sta. Pearl Harbor)

WALTERS, Herbert W.
Colorado Springs, CO 80906
(Ewa Air Base—U.S. Marines)

TAYLOR, Orey A.
National City, CA 92050
(USS Nevada)

WALZER, Irwin H.
Rochester, NY 14624
(USS Solace)

BEAM, William A.
Carlsbad, CA 92008
(USS Phelps)

HENSHAW, Richard F.
Glenn Allen, VA 23060
(USS Phoenix)

SPIKER, Lloyd A.
Ralston, NE 68127
(USS Maryland)

BURN, Eldon L.
Omaha, NE 68134
(USS California)

CUNNINGHAM, Lester P.
Liberty, NE 68381
(13th F/A Schofield Bks.)

GEORGE, Richard E.
Mukilteo, WA 98275
(MP CO. Ft. Shafter)

HARTZEL, Charles J.
Pensacola, FL 32506
(91st Chem. Schofield Bks.)

KINSEY, Harold N.
San Diego, CA 92107
(USS Maryland)

MILLER, Lawrence L.
Clarkton, MO 63837
(USS Medusa)

PEERS, Robert J.
Glendale, AZ 85303
(USS Tennessee)

ROUZEE, George M.
Federal Way, WA 98023
(USS Detroit)

STEVENS, Darrel L.
El Cajon, CA 92021
(USS Tennessee)

DEDMOND, James A.
Newport News, VA 23601
(USS Pyro)

HORTON, Maurice E.
St. Paul, NE 68873
(USS Monaghan)

SVANE, Jan J.
Edgemont, AR 72044
(USS St. Louis)

BUTTERFIELD, Max E.
Hot Springs Village, AR 71909
(18th Bomb Sq. Hickam Field)

CUSHNIE, James C.
Redmond, WA 98052
(34th Combat Engr. Schofield Bks.)

GIVAN, Clarence D.
Waynetown, IN 47990
(USS Sacramento)

HELFRICH, Norman A.
Jacksonville, FL 32244
(Supply Dept. PH)

KOSTOVIVK, John
Waldwick, NJ 07463
(98th C/A Schofield Bks.)

MILLER, Warren E.
Omaha, NE 68137
(USS Utah)

POINT, Otis R.
Phoenix, AZ 85051
(USS Helena)

SEDLACEK, Bernard S.
Bellevue, NE 68005
(11th Bomb GP. Hickam Field)

THEOBALD, Robert L.
Ohiowa, NE 68416
(46th Pur. SQ. Wheeler Field)

DICKENS, John C.
Buchanan Dam, TX 78609
(3rd Def BN. US Marines)

MICHAELS, Thomas J.
Manville, NJ 08835
(19th Inf. Schofield Bks.)

ARRANTS, Ernest D.
Lincoln, NE 68521
(19th Transpt Sq. Hickam Field)

CAVIN, James E.
Menlo, GA 30731
(97th C/A Schofield Bks.)

FILLMORE, Gerald R.
El Dorado, KS 67042
(USS California)

GOULD, Emerson W.
Castro Valley, CA 94546
(USS Raleigh)

HOUSER, Edward M.
Peoria, IL 61614
(DEM. Hawaiian Dept. Ft. Shafter)

LEMMON, Robert E.
Terre Haute, IN 47803
(USS Nevada)

NICKS, Bert H. Jr.
San Diego, CA 92120
(USS Pruitt)

RADABAUGH, Garnold M.
San Diego, CA 92122
(USS Nevada)

SHELTON, Wade K.
Hoskins, NE 68740
(USS Worden)

VARLAND, Arthur Z. Jr.
Lincoln, NE 68510
(QM Depot Ft. Armstrong)

HALL, Arthur B.
Norfolk, VA 23508
(USS Dobbin)

PROFFITT, Roy F.
Ann Harbor, MI 48104
(USS Dobbin)

BRAZEALE, Billy R.
Clark, Mo 65243
(USS Phoenix)

CRABTREE, Walter S.
Omaha, NE 68124
(USS Honolulu)

FISHER, Charles H.
O'Neill, NE 68763
(USS St. Louis)

GREEN, George H.
Lincoln, NE 68506
(58th Bomb Sq. Hickam Field)

JUNGERT, Berbard W.
Hastings, NE 68901
(3rd Def. BN. US Marines)

Taney . . . (Continued from Page 8)

38" A.A., two 40 MM, six 20 MM, four 50 cal. MG. Tow depth charge racks, six K-guns and termed the heaviest armed ship afloat for her tonnage; truly a gunboat.

In 1943, rescue attempts were denied *Taney* by fleet commander when a supply ship ran aground on Canton Island. It was rightfully remembered that the *USS Hamilton* C.G. was torpedoed and sunk in the Aleutians, February 1942, while taking a sticken ship in tow.

Mascot Soogie was still aboard at this time through all the action. Listening to "Tokyo Rose" was amusing but the song "White Christmas" tore our hearts out.

In 1943 *Taney* shook the warm South Pacific water from her hull and was sent to the Atlantic Theater to help subdue Hitler's sub-wolf packs that marauded shipping. Luck at that station held, and numerous enemy torpedo attacks failed. It

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MARCUM, Vern L.
Fairbury, NE 68352
(21st Inf. Schofield Bks.)

PAYNE, Morris M.
Tucson, AZ 86705
(Sta. Hospital Schofield Bks.)

ROGGENSACK, Bartley E.
El Cajon, CA 92020
(USS Medusa)

SMITH, Robert D.
Virginia Beach, VA 23452
(5th Bomb GP. Hickam Field)

NOTICE

The following survivor is very ill and would like to hear from some old shipmates that were aboard the *USS Maryland*, on December 7, 1941, or prior. Please contact: Don Jernigan (Seaman 1/c), 5900 East Thomas Road, B202, Scottsdale, AZ 85251.

is logged that Commander Hunt called her indestructable, which is valid to this day.

For a two week period in February of 1943, the *USS Spencer* and *Campbell* (clones), convoyed in the stormy Atlantic along with five British and Canadian destroyers. Seven merchant ships were lost, but they sank two "U" boats, one by ramming. Wolf packs were on the incline, but defeat was inevitable.

Our ship's reunions are every two years and were started in 1963, by Buz Wakefield, with only nine attending. Through search and letter writing, our 1982 reunion logged 43 crew members. Dan Gallagher is our reunion Skipper now, and I'm proud to say we enlisted together.

Taney designation is WHEC 37. Prior to December 7, it was PG 37. H.E.C. stands for "heavy endurance cutter," and serving under the Federal Government Transportation Department. The terminology of "cutter" is derived from its birth in 1790, when swift sailing cutters were called the "Revenue Cutter Service." It's present name, "U.S. Coast Guard," was adopted in 1915, under the Federal Government Treasury Department, and then absorbed the duties of life saving, and sea going arm of the law. Additional

(Continued on Page 36)

Convention . . .

(Continued from Page 11)

parade;

Also, the Budweiser horse and wagon have been contacted.

Back to Post

As of now, response has been light. The military will not furnish bus transportation so we will have to charter civilian buses and the price per head will be around \$10.00. Those of you who plan to return to base (Pearl Harbor Cruise), a representative from the Pearl Harbor Cruise Boats will be at the convention headquarters to take your reservations and sell tickets at \$10.00 a piece.

Ladies' Activities

The following activities have been planned for the ladies in the group:

On Dec. 5, 1986, a women's fashion show and luncheon will be held in the Monarch Room of the Royal Hawaiian Hotel at 11:00 hours. There will be a charge for the luncheon.

Plans are also being made for a bus ride to the Hilo Hatties MuuMuu factory for a tour. Blocks of seats have been reserved at the Kodak Hula Show. Dates and times for these events will be announced later.

Sunday, 7 December 1986

Due to the Honolulu Marathon being held on this date, it is imperative that we board the buses to go to the Punchbowl at 05:30 and leave promptly at 06:00 hours. If we do not get loaded and out of Waikiki, there is a good chance that someone will be stranded in the Waikiki area. So, "wiki-wiki" this morning because Kalakaua Ave. will be blocked to traffic about that time.

Sunset services aboard the *Memorial*, Dec. 7, 1986 — due to limited space aboard the *Memorial*, only persons holding bona fide invitations will be allowed on the *Memorial*. All others will assemble at the Visitor's Center. The ceremony will be piped over from the *Memorial*.

Wednesday, 3 December 1986

Arrival Day and Free Day

0900-15:00: Executive Board Meeting
1000-16:00: Registration
1700-19:30: Happy Hour

Thursday, December 1986

0700-09:00: Continental Breakfast
0800- : Presentation of Colors, in front of Sheraton Waikiki Hotel

Arrival Day: Optional Tours
1300-17:00: District meetings, meet the candidates

1700-19:00: Reception

Friday, 5 December 1986

0700-09:00: Continental Breakfast
0830-12:00: General business meeting, election of officers

1400-17:30: Continuation of business meeting

1200-14:00: Hot Dog Party

1500-17:30: No Host Bar

Saturday, 6 December 1986

0700-08:30: Continental Breakfast

0830- : Assembly for Parade at Ft. DeRussy

1000-12:00: Parade

1600- : Church Service

1730-18:30: No Host Day

2000- : Survivor's Dance

Sunday, 7 December 1986

0445- : Continental Breakfast

0530- : Buses leave for the National Shrine (Punchbowl)

Memorial Serves at

Punchbowl

0715- : Band Music

0750- : Post Colors

0755- : Fly Over

0756- : One Minute of Silence

0757- : Prayer of Remembrance

0805- : National Anthem

0807- : Welcome Address

0808- : Memorial Address: Keynote Speaker

0818- : Taps and Rifle Volley

0820- : Benediction

0825- : Retire the Colors and Band

1800- : Sunset Service

aboard the *USS Arizona Memorial*

Welcome Remarks

Invocation

Keynote Speaker

Benediction

Rifle Volley and Echo Taps

Monday, 8 December 1986

0900-15:00: Executive Board Meeting

1830-19:30: Cocktails

1930- : Banquet

Keynote Speaker

Installation of Officers

Entertainment

Program for the Survivors of the U.S.S. Helm: — Reunion

Coordinator, Retired Adm. Victor Dybdol

Dec. 3, Wed., Arrival — Hospitality Room

Dec. 4, Thurs., Pearl Harbor Cruise

Dec. 5, Fri., Breakfast

Dec. 6, Sat., Dinner



DEPARTMENT OF THE ARMY

1ST BATTALION 27TH INFANTRY
25TH INFANTRY DIVISION (LIGHT)
SCHOFIELD BARRACKS, HAWAII 96857-6030

August 21, 1986

Thomas Stockett
President, National Charter
Pearl Harbor Survivors Association
38 Brentwood Road
Woburn, MA 01801

Dear Sir,

This letter is to inform you and your membership that the 27th Infantry Regiment "Wolfhounds" is to be reactivated in November of this year. The First Battalion "Wolfhounds" is in the process of realigning its traditions and history in anticipation of the Regiment's reactivation.

As the acting Regimental Adjutant, I am attempting to organize a tribute and historical presentation of the "Wolfhounds" — their best and worst of times, their experiences, their families, their campaigns, and in short, their story.

This undertaking warrants special assistance though and that is where I am requesting your involvement if you can help. We are dreadfully short of former Wolfhound addresses and would appreciate any help you could provide in informing former members of the Regiment of our current situation.

What we are interested in are donations of memorabilia, recordings, documents, pictures, uniforms, recollections, or newspaper clippings concerning the Battalion. Of course we realize that these mementos are very special to these men and they may not wish to part with them. If possible, we would like to get a copy, a picture, or a letter from any of them discussing their remembrances, experiences and observations.

Any correspondence or requests on this project should be directed to:

Commander, 1st Battalion 27th Infantry "Wolfhounds"

Attn: CPT Czizik, S1

25th Infantry Division

Schofield Barracks, Hawaii 96857-6030

Phone: (808) 655-4605/6/7

Autovon: 455-9151/4605/6/7

Due to the nature of this request and the agencies/constraints that we must work with, it is necessary to understand that donated items cannot possibly be returned by agencies of the U.S. Army or the "Wolfhounds."

Any assistance you could render would be greatly appreciated. Thank you for your time.

Sincerely,
James W. Czizik
Captain, Infantry

Gordon Sterling . . .

(Continued from Page 11)

The battle was observed from the ground at Kaneohe Naval Air Station. As Sterling's P-36 hit the water, the sailors cheered the demise of another Japanese plane. Ground reports about the Japanese plane were made but in fact it is Gordon Sterling,

MIA. If a PHSA member can put an "X" on the map to locate this crash site in relation to natural landmarks, Sterling might be recovered and properly buried.

The airborne participants are the most unique members of the PHSA. Those are Americans who flew into war to be shot at by both sides or those who got airborne knowing full well the battle ahead. There is no roster

of these airmen, some mere soldiers with rifles forming the sole defense of the plane. These airborne witnesses may be able to assist with the task to locate Japanese and U.S. MIA airmen. Just under half of the downed Japanese planes and four U.S. planes still set in their crashed positions with their crews still aboard.

I am seeking a roster of all

airborne PHSA members to complete that day's history and assistance in locating crashed Japanese and U.S. planes. The U.S. Army is ready to reopen any U.S. MIA file with proper evidence. Cooperation with the Japanese Bereaved Family Organization is ready, too. Your assistance is needed. You were there. David Aiken, P.O. Box 157423, Irving, Texas

Prayer for the Dead . . . (Continued from Page 5)

CHARLES B. HUBBERT
USS Pennsylvania
Las Vegas, NY

WILLIAM C. KNOTT
USS Detroit
San Diego, CA

RAYMOND NELSON
Fort DeRussy
Vancouver, WA

MAURICE J. HAMLETT
USS New Orleans
Edgewood, IA

CAVID GALLAGHER
USS Whitney
Pocono Lake, PA

DONALD B. ALEXANDER
Kaneohe Bay
Los Osos, CA

HENRY H. SCHAFFNER
Ford Island
Brigham City, UT

GEORGE E. MEADOR
USS West Virginia
San Diego, CA

NORMAN M. MENZIES
Navy Rec. Station
Billerica, MA

EDWIN P. BROWN
USS Downes
Fredricksburg, VA

DANA E. WASHBURN
14th Naval Dist.
Garden Grove, CA

JOHN A. MILES
USS Tennessee
Sacramento, CA

CHARLES B. LOWE
Schofield Bks.
Santa Maria, CA

CARL J. EDLUND
Fort Shafter
Minneapolis, MN

HERBERT A. BUSH
Wheeler Field
Doraville, GA

JOSEPH R. NOLAN
USS Gamble
N. Quincy, MA

BERNARD T. DONAHUE
USS Medusa
Ilion, NY

NICHOLAS J. HUBBUCH
Hickam Field
University City, MO

MELVIN M. MARTIN
USS Whitney
Orinda, CA

HOMER T. ROBITAILLE
USS Thornton
Murrysville, PA

CHARLES L. BIRD
Hickam Field
Hemet, CA

ERNEST R. GOODTHUNDER
U.S. Army
Kaneohe, HI

ALBERT E. CORDY
USS Detroit
Mathis, TX

JOSEPH P. McGAHAN
USS Nevada
Dunedin, FL

HARVEY J. DOWNING
Wheeler Field
Kaneohe, HI

JAMES A. McANDREW
USS Curtiss
Big Fork, MT

RAYMOND J. CARUSONE
Kaneohe Bay
Youngstown, OH

WADE McKELVEY
USS Pennsylvania
Woodsfield, OH

REV. THOMAS J. ODLUM
Naval Hospital
St. Louis, MO

THOMAS F. DUFFY
Hickam Field
Central Falls, RI

JOSEPH J. SEBASTIAN
Schofield Bks.
Bethlehem, PA

JUNIOR W. JONES
USS Cassin
Okron, OH

FRANK J. ARAPP
USS Tennessee
Uniontown, OH

JAMES D. STONER
Fort Shafter
Beresford, SD

JOSEPH F. BROOKS
USS Blue
Sonoma, CA

DWAINE D. BURTON
USS Pennsylvania
Twin Falls, ID

EMIL GIGLIO
Schofield Bks.
Newburyport, MA

EDGAR A. ST. PIERRE
Schofield Bks.
Montgomery, AL

RAYMOND H. HAMBY
Schofield Bks.
Harriman, TN

ROBERT K. OVERFIELD
Navy Yard Pearl Harbor
Alameda, CA

JAMES G. LAMB
U.S. Navy Yardcraft
Maumme, OH

STANLEY KLARA
Fort Ruger
Chattanooga, TN

WILLIAM KOLB
USS Oklahoma
Greenwood, NE

GEORGE F. LeCROY, JR.
Schofield Bks.
St. Petersburg, FL

ERNEST R. RAY
Ford Island
Cedar Glen, CA

WILLIAM T.H. OLIVER
USS California
Imperial Beach, CA

JOHN NARUSIS, JR.
USS Maryland
Crystal Lake, IL

HAROLD D. THOMSEN
USS New Orleans
Pollock Pines, CA

JAMES A. FLOYD
USS Sumner
Birmingham, AL

JOSEPH A. SIMUNOV
U.S. Marines 3rd Def. Bat.
Lake Orion, MI

JOSEPH VEGA
USS Helena
Santa Monica, CA

EDWARD L. COX
Schofield Bks.
Maryville, MO

ALFRED H. AUSE
Submarine Base
St. Paul, MN

JOSEPH A. MAC KAY JR.
Hickam Field
Lubbock, TX

JAMES L. KEMMIS
USS Medusa
Yorba Linda, CA

RICHARD P. SCHULTZ
USS West Virginia
Santa Rosa, CA

GEORGE E. BOSTIC
USS New Orleans
Carson City, NV

HOWARD HANSEN
USS Widgeon
Clinton, OH

JOSEPH F. HUNKER
Hickam Field
Montgomery, AL

WENDELL A. KELLER
Fort Ruger
San Leandro, CA

FRANCIS HARRIS COHAN
Ford Island
Virginia Beach, CA

GILBERT W. THURLING
Camp Malakole
Irwin, PA

LAWRENCE MEIER
USS Chew
St. Louis, MO

Fleet Disposition . . .

(Continued from Page 6)

Preston (DD 379), Smith (DD 378), Rathburne (DD 113), S-27 (SS 132), S-28 (SS 133), Nautilus (SS 168), Cuttlefish (SS 171), Tuna (SS 203), Kanawha (AO 1), Sabine (AO 25), Kaskaskia (AO 27), Pelican (AV 6), Bridge (AF 1), and Dixie (AD 14) consisted of the following types: six destroyers, five submarines, three oilers, one seaplane tender, one stores ship, and one destroyer tender.

At the passage from San Diego to Mare Island Navy Yard, the *Ballard* (AVD 10), seaplane tender.

At San Diego, the *Saratoga* (CV 3), *Concord* (CL 10), *Dent* (DD 116), *Talbot* (DD 114), *Waters* (DD 115), *S-18* (SS 123), *S-23* (SS 128), *S-34* (SS 139), *S-35* (SS 140), *Harris* (AP 8), *Ortolan* (ASR 5), *Cuyama* (AO 3) consisted of the following types: one aircraft carrier, one light cruiser, three destroyers, four submarines, one transport, one submarine rescue vessel, and one oiler.

At 22N 155W, the *Plunger* (SS 179), *Pollack* (SS 180), *Pompano* (SS 181), three submarines about 200 miles east of Oahu.

At 20N 159W, the *Litchfield* (DD 336), a destroyer was about 60 miles southwest of Oahu.

At 20N 159W, the *Thrasher* (SS 200), a submarine, was about 60 miles southwest of Oahu.

At 17N 166W, the *Robin* (AM 3), a minesweeper, was about 550 miles southwest of Oahu.

At 22N 163W, the *Wright* (AV 1), a seaplane tender, was about 300 miles west of Oahu.

At 21N 172W, the *Sonoma* (AT 12), an ocean-going tug, was between Oahu and Wake.

Off Midway, the *Trout* (SS 202), a submarine.

At 28N 177W, the *Argonaut* (SM 1), a submarine near Midway.

At 27N 175W, the *Regulus* (AK 14) was a cargo ship near Midway.

At 19N 167E, the *Tambor* (SS 198), a submarine near Wake.

At 20N 170E, the *Wm Ward Burrows* (AP 6), a transport enroute to Wake.

Off Wake, the *Triton* (SS 201), a submarine.

At 7N 161W, the *Kaula* (AG 33), was enroute Palmyra, 60 miles northeast.

At Samoa, the *Kingfisher* (AM 25), a minesweeper.

At 8S 171E, the *Louisville* (CA 28), a heavy cruiser, on escort duty in Solomons Is. area.

At 4S 170W, the *Pensacola* (CA 24), a heavy cruiser on escort duty in the Samoa area.

At 28N 135W, the *Seminole* (AT 65), an ocean-going tug, Honolulu to San Diego.

At 27N 142W, the *Neches* (AO 5), an oiler, between San Francisco and Pearl Harbor.

At 33N 121W, the *Sepulga* (AO 20), an oiler near San Diego.

At San Pedro, the *Pinola* (AT 33), an ocean-going tug.

At Los Angeles, the *Platte* (AO 24), an oiler.

At Alameda, CA, the *Procyon* (AK 19) a stores ship.

At San Francisco, the *Boreas* (AF 9) and the *Aldebaran* (AF 10), stores ships.

At Wilmington, CA, the *Tippecanoe* (AO 21), an oiler.

At Puget Sound Navy Yard, the *Colorado* (BB 45), a battleship; the *Casco* (AVP 12) and *Williamson* (AVD 2), two seaplane tenders.

At Seattle, the *Teal* (AVP 5), a seaplane tender.

At Yakutat Bay, AL, the *Gillis* (AVD 12), a seaplane tender.

At 53N 156W, the *Brazos* (AO

NOTICE

Sheldon Ashby of Box 202, Mashpee, MA 02649, would like to locate John Kmetz of Gary, IN, and John Dooling, who live somewhere in Georgia.

All were members of the 98th C/A at Schofield Bks. on December 7, 1941.

If the above two persons or anyone in PHSA knows of their whereabouts, please have them contact Sheldon at the above address.

Tin Can Sailors

(Continued from Page 2)

Get your annual membership in so we can keep moving ahead. Roust your shipmates out of their recliners and backyard lawn chairs and get them signed up too. We've got a big job to do and we've just started.

We'll supply contributors with red, white and blue Tin Can Sailors membership cards. This will give you and your immediate family free admission to the *Kennedy* and the other three fighting ships at Battleship Cove. You will also receive, later, a free subscription to the Tin Can Sailors newsletter. We'll also help you trace your shipmates. National reunions are held each year. We don't have dues because dues are not approved as a tax deduction by the IRS. Contributions are approved. For more information please contact: Warren G. Hartman, 806 Ninth Street, Paso Robles, CA 93446.

Special . . . (Continued from Page 9)

in the water? This did happen, too.

For years the upset and bereaved sister had wondered about her brother's death. Having spent many years with the Navy Department in the nation's capital, I knew the ropes, so to speak. I wrote one letter, that's all it took. Shortly I received to give to Edith an apology from the Navy, a photo of the ship and of the captain and a list of her crew, plus some brief data. Yes, an enemy surface ship had depth-charged and sunk the sub.

P.S. Later I read a terse sentence or two in a book that a lone

Navy pilot, low on gas and out of ammunition, was aloft and witnessed the sinking episode. It was the only instance of the war where such a debacle had been witnessed by our side. As the stricken sub surfaced, hoping somehow to survive, and members of the crew jumped over the side. Whereupon the Japanese shipboard sailors machine-gunned them. As the waters became bloodied, the sub sank and slid to the ocean's bottom with her remaining crew.

I didn't tell Edith that. It was too gruesome.

4), an oiler about 600 miles east of Dutch Harbor.

At 10S 83W, the *Richmond* (CL 9), a light cruiser off Peru. At Balboa, C.Z., the *Trenton* (CL 11), a light cruiser.

At 11N 91W, the *Fulton* (AS 11), a submarine tender off Guatemala.

At 17N 102W, the *Gar* (SS 206), a submarine off Mexico.

At 21-40N and 156-18W, the *MacFarland* (AVD 14), a seaplane tender 120 miles N.E. of Oahu.

Off Molokai, the *Navajo* (AT 64), an ocean-going tug enroute States — Oahu.

At 32-55N and 121-46W, the *Ex-Jupiter* (YP 108), enroute San Pedro — Oahu.

At 31-04-30N and 140-39W, the *Henderson* (AP 1), a transport enroute Oahu — San Francisco.

(Continued on Page 36)

PHSA MEMORIAL WALL FUND

as of 20 August 1986

FUND GOAL

\$30-\$40,000

FUND STATUS

\$4060

The July '86 *Gram* presented the concept in detail!

The proposed "PHSA Memorial Wall" will never in any way detract from the Honored Place the ARIZONA MEMORIAL at Pearl Harbor has in the hearts of the American people. Only a few are privileged to visit that national shrine!

Memorials are a most effective way for the PHSA to keep the words "Remember Pearl Harbor" alive. Your endowment to this effort can be your way of participating in the future of our nation.

To date 123 survivors, nine surviving spouses and 17 "friends" have made endowments. Surely, the PHSA membership of 10,000 can do better.

Please do your part by sending your check or money order to:

Wallace J. Kampney, Treasurer

PHSA Memorial Wall Fund

P.O. box 6335

Syracuse, NY 13217

To all who have already helped "well done" and thank you.

—PHSA Memorial Wall Committee

Taney . . .

(Continued from Page 32)

duties were added, such as aids to navigation in 1940, (formerly the U.S. Lighthouse Service), search and seizure of narcotics, harbor security, and sea ecology. This service is older than the U.S. Navy and really our first line of sea defense, maritime law, naval discipline, merchant marine safety, ice breaking, weather patrol, and boating safety, to name a few. *Taney* rode out a hurricane in 1945, in the South Pacific which sank seven ships. But her hardest battle for survival came when she returned home in the Pacific in late 1944, joined up with Adm. Halsey's Third Fleet. In February 1945, the Iwo Jima assault started, and into April, found *Taney* deep in Kamakasi attacks. Three thousand sacrificial sorties were flown against the U.S. Navy. The cost was 34 vessels sunk, 368 damaged, 4,900 sailors killed and 4,700 wounded.

Sleep was a rare commodity and for days on end crews were at battle stations. She had 119 General Quarter calls between April 11 and May 26, but suffered no major damage! *Taney* received a commendation from the attack force commander for inflicting heavy losses on the

enemy.

In order to supply steam for instant high speeds, superheaters designed only for intermittent use were on the line days at a time, making engine room life unbearable. To make things worse, there were days, weeks and months at sea with constant throbbing and rolling of ship and hot decks under cloudless sky. Rain squalls were a welcome sight. Nights of moonlight splendor would lull one into a false sense of serenity and a sick gut feeling was always present, awaiting the unknown.

Sunsets in the South Pacific were more beautiful than anywhere in the world — with crimson, gold — renewing one's faith in God and helping give all hands strength to face tomorrow. "Red at night — sailor's delight. Red in the morning — sailor's warning." I found this a usually true adage from the 1860 Clipper Ship Era.

The war wound down and *Taney* returned to the States and was demilitarized for more humane duties and her wartime crew disbanded.

Our reunions cover this span of time, and we hope to have Korea and Viet Nam crew members also come to future reunions. Awards were given to Art Mendercraft C.M.M., longest aboard ship, 1940 to 1954; for-

mer Captain Perkins, 1943, (now Rear Admiral); oldest member at age 82, Dr. Dowdy, ship's doctor, 1943, (still in practice).

My old ship, the *USS Walnut*

supplies, landing support, destruction of beach installations, and logistics; her home port being Subic Bay, Republic of the Philippines. For the third time, *Taney* put on her war paint

Taney Decommissioned

As Americans pause to remember on this 45th anniversary of Pearl Harbor Day, an event of special significance will be taking place at Portsmouth, VA. The Coast Guard has appropriately chosen this date to conduct decommissioning ceremonies for the 50 year-old cutter *Taney*; the last U.S. ship still in active service which was present during the attack on Pearl Harbor.

As a new ship in 1936, the *Taney* was sent to the "Hawaiian Station" and spent those idyllic pre-war years patrolling the Territory of Hawaii as well as Palmyra, Jarvis, Christmas, Fanning and other mid-Pacific islands.

On Sunday morning, 7 December 1941, *Taney* was moored at Pier 6, Honolulu Harbor. As the city awakened to the thunder of Japanese bombs, it became apparent that one of the

intended targets of the attack was the nearby electric power plant at the foot of Richards Street. The ship's records indicate that within four minutes of the first Japanese bomb blasts, *Taney's* guns were blazing in defense of the city. She was credited with driving away repeated attacks on the power plant throughout the morning.

For the next two years, *Taney* was assigned to anti-submarine patrols around Hawaii. Later she saw action in North Africa and was an amphibious flagship at the landings in Okinawa. In later years, she served in Korea and Vietnam. For the past decade she has been engaged in smuggling interdiction in the Caribbean Sea.

The mayor of Baltimore has asked that the ship be given to the city to become a permanent memorial on display in the inner harbor.

Fleet Disposition . . . (Continued from Page 35)

Ships At Pearl Harbor 7 December 1941

Oldest

In service: *Sotoyomo* (YT-9) — 1903; in commission: *U.S.S. Vestal* (AR-4) — 4 Oct. 1909

Newest

In service: *Ash* (YN-2) — 1 July 1941; in commission: *U.S.S. Pelias* (AS-14) — 5 Sept. 1941

Last

Out of service: *Nokomis* (YT-142) — 1 May 1973; decommissioned: *U.S.S. Cas-tor* (AKS-1) — 15 May 1968; in commission: *USCG Taney* (PG-37) still in commission on active duty, home ported in Norfolk, Virginia.

Lost during World War II:

U.S.S. Arizona (BB-39) 12-7-41; *U.S.S. Blue* (DD-387) 8-23-42; *U.S.S. Grebe* (AM-43) 12-5-42; *U.S.S. Helena* (CL-50) 7-6-43; *U.S.S. Henley* (DD-

391) 10-3-43; *U.S.S. Hull* (DD-350) 12-18-44; *U.S.S. Monaghan* (DD-354) 12-18-44; *U.S.S. Neosho* (AO-23) 5-11-42; *U.S.S. Oklahoma* (BB-37) 12-7-41; *U.S.S. Perry* (DMS-17) 9-13-44; *U.S.S. Reid* (DD-369) 12-11-44; *U.S.S. Thornton* (AVD-11) 5-2-45*; *U.S.S. Tucker* (DD-374) 8-4-42; *U.S.S. Utah* (AG-16) 12-7-41; *U.S.S. Ward* (DD-139) 12-7-44; *U.S.S. Wasmuth* (DMS-15) 12-29-42*; *U.S.S. Worden* (DD-352) 1-12-43*; *PT-22* 1-12-43*; *PT-28* 1-12-43*

*Not due to enemy action.

Most Battle Stars Earned During World War II:

U.S.S. San Francisco (CA-38) — 17

At Tokyo Bay — 2 September 1945:

U.S.S. Argonne (AG-31); *U.S.S. Detroit* (CL-8); *U.S.S. West Virginia* (BB-48)

C.G. 180' (tender), was in the Pearl Harbor attack also, but being a non-combat ship, never gained recognition along with the *USS Kukui* 190' (tender), now decommissioned. The *Walnut* is still in active service and her home port is San Pedro, servicing aids to navigation, oil spills, rescue and salvage.

Five years of peace was short and in 1950, *Taney* was again drafted, rearmed, and sent to Korea for wartime assignments, gunfire support, and reconnaissance off the coast of Korea with our Navy for three years, until peace once again came. Then the *Taney* went to Alameda home port and disarmament again, and up to Alaska on fisheries and weather surveillance.

Almost 16 years of peace followed when, for the third time, the Navy requisitioned the Coast Guard H.E.C. cutters for Vietnam duty to perform interdiction of enemy troops and

and arms and headed for Asia.

Captain Olson, (Dec. 7 Skipper) now retired Rear Admiral, when asked about his former ship's longevity, quipped, "When I commanded *Taney*, we always felt that even if we came under the full brunt of enemy attack, we could somehow save the ship. She was well worth saving. I'm sure her present officers and crew feel the same way. She may outlive us all. Surely her spirit will."

In March of 1970, *USS Taney* C.G. received a heroic's welcome after returning from South China Seas as she sailed under the Frisco Bay bridge. For the third time, she underwent wartime disarmament and back to peacetime duties, her home port once again Alameda. With armament removed, peacetime duties once again resumed, in 1972, she was assigned to the East Coast Weather Station Patrol and law enforcement.

In 1977, the last manned
(Continued on Page 37)

Taney . . .

(Continued from Page 36)

weather stations were closed out after 50 years of Coast Guard participation of visual iceberg patrols and hurricane watch. These are now replaced by computerized satellite observations, which frees ships for other assignment and helps preserve our precious freedoms.

Today, *Taney* has a peacetime crew of only 16 officers and 126 enlisted men, far short of her 200 wartime complement.

On December 7, 1981, exactly 40 years to the date and hour, she steamed up the Potomac River to Washington, D.C., to mark the 40th anniversary of the Pearl Harbor attack. Thousands attended, besides former crew members and guests, complete with red carpets!

Today she is berthed at Portsmouth, Virginia, and continues peacetime duties assisted by larger and newer sister ships of the "secretary class." Ten of these cutters were built in the 60s and 70s, being 3500 tons and 378 feet in length, with a rated speed of 30 knots, carrying torpedoes, 5" guns and helo pad. They have a peacetime complement of 190 personnel, and are once again designed for maximum efficiency and versatility, being powered by four diesel engines and two 36,000 H.P. gas turbines for flank speed support. Three veritable pitch propellers (including one in bow) gave tremendous turning, backing and maneuvering capability, all within twice her length.

Presently, the *USS Taney* C.G. and the "secretary class" ship's largest peacetime challenge is being part of the task force, halting influx of narcotics to America. Report back (scuttle butt) from former crew members who attended the Washington, D.C., 40th Pearl Harbor Anniversary claim that the *Roger B. Taney* will be decommissioned in 1991, and possibly retired to Pearl Harbor as a naval museum alongside her big brother, the *USS Arizona*.

A more fitting end to a great ship is unimaginable. We will crew her to her final resting place where it all began. At least that's my fantasy. We'll all be retired by then . . . but wouldn't it be great! Aloha.

TO SPY OR NOT TO SPY

By LCDR Elliott E. Okins, USN (Ret.)

WERE YOU AT PEARL HARBOR OR ON OAHU ON THE "DAY OF INFAMY?" IF YOU WERE, YOU WILL DEFINITELY WANT TO READ THIS BOOK.

Price: \$7.95 post paid. (Calif. residents add \$.48 sales tax.)

Order from: Pateo Pub. Co., 480 Naples St. W, Chula Vista, CA 92011.

The United States Coast Guard Cutter *Taney* (WPG-37) is a "Secretary Class" high endurance cutter named for Roger Brooke Taney, born 17 March 1777 in Calvert County, Maryland. A shy man, but warm and outgoing; a devoted friend, well liked, brilliant, but happy in a simple and intimate family circle. He was inflexible in his sense of right and duty.

Taney married Francis Scott Key's sister, Anne. In 1799 he established a successful law practice in Baltimore, Maryland, and soon won a term in the state legislature. He was appointed United States Attorney General by President Andrew Jackson in 1831.

In 1833, President Jackson gave Taney a recess appointment as Secretary of the Treasury. The Senate refused to confirm the nomination and Taney returned to his private practice of law.

His appointment by President Jackson to be the Chief Justice of the Supreme Court was confirmed by the Senate on 15 March 1836.

Chief Justice Taney died 12 October 1864 in Washington, D.C.

Roger B. Taney (Coast Guard Cutter No. 68) was laid down 1 May 1935 at the Philadelphia Navy Yard; launched 3 June 1936, sponsored by Miss Corrine F. Taney; and commissioned at Philadelphia 24 October 1936, Comdr. W.K. Thompson, USCG, commanding.

Roger B. Taney departed Philadelphia 19 December 1936, transited the Panama Canal from the 27th to the 29th, and arrived at her home port, Honolulu, Territory of Hawaii, 18 January 1937.

Until December 1940, when she underwent a major rearmament at the Pearl Harbor Navy

Yard, *Taney* made cruises to the "Line Islands" of Howland, Baker, Canton, Enderbury, Tutuila, Jarvis and Palmyra. These cruises were to aid and supply the American personnel on these islands and to assist Pan American Airways in the establishment of way stations along the Pacific air routes to the Far East.

Roger B. Taney also served on Bering Sea Patrol prior to World War II.

In the spring of 1941 she underwent a major overhaul at the Mare Island Navy Yard, and on 25 July 1941, the Coast Guard Cutter reported for duty with the Navy as a component of the local defense forces of the 14th Naval District. At this time the ship's name had been shortened to *Taney*.

On 7 December 1941, *Taney* was berthed at Pier 6, Honolulu. When anti-aircraft fire was observed over Pearl Harbor, general quarters was sounded and all guns were manned and ready a few minutes after the attack began.

Taney patrolled off Honolulu for the remainder of 1941 and into 1942, conducting many depth charge attacks on suspected submarine contacts. During this period the ship's classification was changed to WPG-37.

On 22 January 1942 *Taney* stood out of Honolulu Harbor as escort of *SS Barbara Olson*, and arrived at Canton Island on 30 January and until 7 February patrolled off the island while a working party was ashore unloading supplies. On the 7th both ships got underway and arrived at Enderbury Island at 0630, sending three of her boats ashore at 0800 to evacuate the four Department of Interior personnel. At 1015 the National En-

sign was hauled down, and all buildings were destroyed by gunfire before *Taney* and *Barbara Olson* departed for Jarvis Island. Arriving there 10 February 1942, four Department of Interior personnel were embarked for Honolulu and all structures were burned.

The two ships departed Jarvis Island and arrived Palmyra Island 12 February. Here *Taney* remained until the 15th and then got underway for Canton Island to patrol the area until 25 February, when she proceeded to Honolulu, arriving 5 March 1942. Subsequently, *Taney* acted as an anti-submarine escort operating from Honolulu until her departure for the East Coast, where she made port at Boston 14 March 1944.

On 29 March 1944, after having a combat information center installed, she proceeded to Norfolk, arriving 31 March 1944. On 2 April *Taney* departed Norfolk as a unit of Task Force 66 as convoy guide for convoy UGS-38.

The passage across the Atlantic proved uneventful, as the convoy made landfall off the Azores on 13 April. Some 35 minutes after sunset on the 20th, the convoy was spotted and tracked by the Germans who launched a three-pronged attack with Junkers 88's and Heinkel 111's. Each flew very low, using the shoreline as a background, thus confusing the search radar of the Allied ships. The first wave struck from dead ahead, torpedoing *SS Paul Hamilton* and *SS Samite*. The former, which had been carrying ammunition, blew up in a shattering explosion and all 504 men on board were killed in the blast.

The second wave of German torpedo planes bagged *SS Stephen F. Austin* and *SS Royal*

(Continued on Page 38)

Taney . . .

(Continued from Page 37)

Star; during this melee, two torpedoes churned past *Taney* close aboard. The third wave mortally wounded *Lansdale* (DD-426), which later sank. All of the damaged vessels reached Bizerte, Tunisia on the 21st. *Taney* later departed Bizerte with homeward-bound convoy GUS-38 and arrived at New York on 21 May.

The Coast Guard Cutter conducted two more roundtrip convoy escort missions, with convoys UGS/GUS-45 and UGS/GUS-52.

Detached as a unit of TF 66 on 9 October 1944 *Taney* sailed for the Boston Navy Yard soon thereafter for extensive yard work to convert her to an amphibious command ship. *Taney* reclassified as WAGC-37 was fitted with accommodations for an embarked flag officer and his staff, as well as with increased communications and radar facilities. Her main battery, too, underwent change: she now sported two open-mount 5-inch guns, as well as 40 and 20-millimeter anti-aircraft guns. With the work completed in early January 1945, *Taney* departed Boston on 19 January, bound for Norfolk, VA.

She conducted shakedown and training in her new configuration before departing the east coast and sailing, via the Panama Canal and San Diego, to Hawaii. Arriving at Pearl Harbor on 22 February 1945, she soon embarked Rear Admiral Calvin H. Cobb. New communications equipment was installed before the ship departed the Hawaiian Islands for the Marshalls on 10 March, arrived at Ulithi on 23 March, remaining there until 7 April. Joining TG 51.8, the amphibious command ship proceeded to Okinawa and arrived off the Hagushi beaches amidst air raid alerts on the 11th. During one raid, her anti-aircraft gunners scored at least three hits on a "Betty" bomber which crossed the ship's bow 1,200 yards away, and later during her first day at Okinawa experienced four more "red alerts." The ship briefly shifted to Kerama Retto from the 13th to the 15th before returning to Hagushi on the latter date.



By the end of May, *Taney* had gone to general quarters 119 times, with the crew remaining at battle stations for up to nine hours at a stretch. During this period off Okinawa in April and May, *Taney* downed four suicide planes and assisted in numerous other "kills." The command ship also conducted combat information center duties, maintaining complete radar and air coverage, receiving and evaluating information on both friendly and enemy activities.

Suicide air attacks by the Japanese continued throughout June. Such raids took place on 18 out of 30 days that month. On 25 June, at 0120, a float seaplane passed near *Taney*, provoking return fire from the command ship and batteries ashore which combined to splash the intruder. During this month-long period, at least 288 enemy planes attacked the ships in *Taney's* vicinity and at least 96 of these were destroyed.

On 19 July a typhoon forced the ships at Hagushi to take evasive action. *Taney* led a convoy eastward on the 19th and returned the next day when the storm passed. She performed the same duties again on the first day of the following month when she led a convoy to sea on typhoon-evasion operations. The ship returned to its anchorage on the 3rd.

The end of the war found *Taney* still off Okinawa. On 16 August, she got underway to support *Pennsylvania* (BB-38) as three Japanese planes were detected approaching from the northeast. One crashed 30 miles to the north, and two splashed into the sea shortly thereafter. On 25 August, TG 95.5 was dissolved, and Rear Admiral Cobb, who had been embarked during the Okinawa campaign, hauled down his flag and departed.

Taney soon proceeded to Japan, where she took part in the occupation of Wakayama anchoring off the port city on 11 September. While anchored there, *Taney* weathered a typhoon on the 17th.

Departing Wakayama on 14 October, *Taney* returned to the west coast of the United States, via Midway, and arrived at San Francisco on 29 October. Moving on for the east coast, *Taney* transited the Panama Canal and later arrived at her ultimate destination, Charleston, S.C. on 29 November. During the ensuing period of conversion, the Coast Guard vessel was reconfigured as a patrol cutter, WPG-37.

Upon completion of yard work at Charleston, *Taney* returned to the Pacific, based at Alameda. From 1950 to 1953, *Taney* served as a support ship during the Korean conflict. Returning to Alameda, she re-

sumed her duties as ocean station vessel "November" and "Victor," as a search and rescue vessel, and on Alaska fisheries patrol. In June of 1967, she was reclassified again as a high-endurance cutter — WHEC-37.

In the spring of 1969, *Taney* participated in operation "Market Time" off the coast of Vietnam, serving a 10 month tour of duty providing gunfire support, logistics support of smaller Coast Guard and Navy units, and preventing the infiltration of enemy contraband and personnel by coastal routes.

In 1970 *Taney* returned to Alameda and resumed her peacetime duties until 1972, when she was replaced in the Pacific by *USCGC Midgett* (WHEC-726).

Taney proceeded to Norfolk and was assigned duty as the last of the sea-going weather stations. Ocean Station "Hotel" was closed down in 1977, rendered obsolete by storm-tracking satellites and more sophisticated radars.

Into 1986 *USCGC Taney* (WHEC-37) is a unit of the 5th Coast Guard District and stands ready to conduct search and rescue missions, enforcing maritime laws as she exemplifies the United States Coast Guard motto: "Semper Paratus," as she has for 50 years.

(Continued on Page 39)

Taney . . . (Continued from Page 38)

Special Thanks

26 August 1945

To: The Officers and men of my Flagship, the U.S.C.G.C. Taney.

This unit is dissolved as of 23 August 1945 by orders of higher authority, but as far as I personally am concerned, this unit is not dissolved.

You have all done excellent work under difficult conditions, adjusted yourselves to conditions that were not according to plans, and have definitely contributed to the final overthrow of our enemy. You may well be proud of your participation in the Okinawa campaign.

You were all in the front lines of a very active campaign on which the final results of our victory depended. The several missions assigned to this unit, and the objectives, required a change in organization that were met with the minimum of difficulty.

Your response to my demands were far in advance of what I could have expected and hoped to accomplish.

It is with considerable regret that we do not finish this show, and head to the eastward in the Taney Maru with the Staff intact and take the Golden Gates and San Francisco together.

I wish you all the best that can happen to you in the future in your chosen professions and whenever you may happen to be in the vicinity of my station, headquarters, or temporary home, I want you to consider that the latchstring is on the outside of the door.

Good luck, and may God bless you all.

Sincerely,

C. H. Cobb,

Rear Admiral, U.S. Navy

Editor's note: Of the 101 fighting ships in Pearl Harbor on December 7, 1941 the Coast Guard Cutter *Taney* (W-37) is the only ship still in service.

Member Warren Hartman has written a book about his ship *Taney*. Many of the *Taney* crew are members of Tin Can Sailors. This column is dedicated to *Taney* and to her crew once members of the U.S. Navy destroyer force. It is an interesting story that merited being shared. She will be Decommissioned this year.

U.S.S. *Taney* C.G. W-37

Commissioned 1936 to present. Fought in WWII, Korea, Vietnam. Home port, Portsmouth, Virginia.

Only ship that is still in active service that was at Pearl Harbor during Japanese attack December 7, 1941.

Length 330'
Beam 45'
Tonnage 2,700
Ships Compliment 142
H.P. 8,000 twin turbines
Cruising Range . . 8,300 miles

War Time Arament

4-5" 38 A.A.
4-3" 38 A.A.
2-40 M.M.
6-20 M.M.
4-50 Calb. M.G.
2-Depth Charge Racks
6-K-Guns
Ships Compliment — 200

Sister ships of *USS Taney* W-37: *USS Hamilton*, *USS Spencer*, *USS Bibb*, *USS Campbell*, *USS Duane*, *USS Ingham*. These ships all performed D.E. duty for the U.S. Navy.

NOTICE

The 1st District Convention and Election of a district director will take place on December 4, 1986 at 1:00 p.m. at the Sheraton Hotel in Honolulu, Hawaii during the National Convention/ Reunion.

PRICES FOR ADVERTISEMENT IN GRAM

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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.

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Walt Staff CM2/C
Salt Lake City, UT
(USS Oklahoma)
See you in Hawaii

Another Sunday . . .

(Continued from Page 1)

jumped or been blown overboard, were sucked into the screws as they began turning to draw the 1600-ton vessels away from the maelstrom of concussions, searing and shredding metal, and the skin-toasting heat of fires. In one instance, a LST's captain passed the word that he'd shoot the next man abandoning his ship. And metal was crushed and paint scraped when ships bumped while desperately heading for open water, or to a cove or beaching away from the conflagration.

With the number of LSTs now on fire, the sky above the Loch was filled with black-oily smoke, so dense the brightness of the afternoon sun was dimmed.

Crews of small craft performed heroic feats as they brought their vessels close to burning ships to fish injured and water logged men from the oil-scummed water. Corpsmen and doctors worked frantically to stem the flowing blood. And by good fortune, Marine 105mm howitzers had been unloaded from DUKWs ashore and their crews added their vehicles to the parade of ambulances and other vehicles rushing casualties to area hospitals. And many uninjured or ambulatory injured swam ashore, then raced across the canefields to escape the disaster.

Some of the LSTs cleared West Loch and reached open waters outside Pearl Harbor, while others afire from stem to

stern floated free and into West Loch's channel, inexorably toward the ammunition depot piers until heroic tug crews corraled them and pushed them clear.

Only one LST remained afloat in the nest's front row. Smoke and flames were shooting above her top deck. A fire-fighting tug approached and nestled against the closed bow doors of the LST. Torrents of water poured onto the LST. But moments later, a huge explosion blew the LST's bow doors open and demolished the tug's superstructure. As the tug floated slowly and silently away from the LST, not a sign of her crew was visible. But it was the last large explosion and quietness began settling over West Loch.

Though the Japanese had caused more casualties and damage in a shorter period of time on December 7, those five

hours on another Sunday in Pearl Harbor had been costly too . . . for 163 men had been killed and 396 injured. And destroyed were LSTs 39, 43, 69, 179, 353 and 480. Also lost were three LCTs that had been lashed to the topdecks of destroyed LSTs.

A Naval Court of Inquiry never firmly established the cause of the first explosion on LST 353. But it concluded that the probable cause was either a defective fuse or carelessness in handling 4.2 mortar ammunition being off-loaded into a truck parked on the ship's elevator — specially equipped LCTs for which the ammo had been destined had been lost overboard in stormy weather off Maui. The court also found no evidence to support any contention that the explosion was caused by sabotage or Japanese action.

Men on ships in the first and

second rows of the nests felt that carelessness while welding could well have been responsible, for they adamantly contended that it was being done near the point of the first explosion, only moments before it erupted.

It could have been a major catastrophe for the invasion forces. But a frantic search for replacement ships, men and equipment was successful. The LST flotilla sailed out of West Loch on May 25, only one day later than originally planned. The day was made up enroute to Saipan.

Now gun shy of Pearl Harbor, the sailors and marines who had been present during the Japanese attack, breathed a sigh of relief when the ships reached open seas. They had reached the conclusion that, maybe, an invasion beach was a safer place to be!

From the Editor's Desk

Corrections

In the July 1986 issue of the *Gram* (87th Edition), we had New Member: Robert Moore aboard the *USS Pennsylvania*, on December 7, 1941, and it should have read, *USS Solace*. Sorry Bob.

New Associate Editor

President Tom Stockett has appointed Robert Watson Jr. of California Chapter 14, to the position of associate *Gram* editor. Bob is a very capable newspaperman and well qualified for this position as well as editor of the *Gram*. In all likelihood, Robert will be appointed as



Gram editor by the new president when elected to office in Hawaii.

As the outgoing editor after the January 1987 issue, I would ask all of PHSA to give him the support and help that you members have given me over the past nine years. I've enjoyed work-

ing and writing to you members over this period of time and hope to still hear from you from time to time. Thanks to all of you.

Inserts

Please note that there are two inserts in this issue of the *Gram* for your use.

Please take out the insert of the Resolutions and take them to Hawaii if you are going so that they will be available to you during the business meeting. The other is the package from the McDaniels Travel Agency and for your information. Reservations can still be made for your trip to Hawaii, give them a call or write.

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