



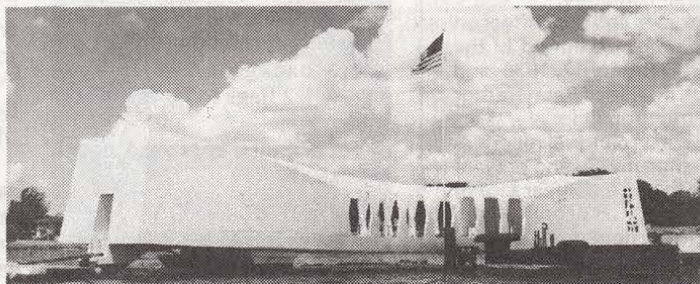
# Pearl Harbor - Gram



Federal Charter 99-119

Official Publication Of  
The  
Pearl Harbor Survivors  
Association, Inc.

National Administrative Office  
3215 Albert St.  
Orlando, FL 32806



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

**OUR MOTTO: Remember Pearl Harbor—Keep America Alert**

Published Quarterly

Our Ninety-Third Issue

January 1988

## The U.S. Navy is in Trouble

By Daniel S. Appleton  
Captain, U.S. Navy (Ret.)

The United States Navy is in deep and serious trouble.

We have just seen one of our warships taken by surprise in a high-threat area at a cost of nearly one-third her crew. We have been watching T.V. pictures of U.S. escort ships following *behind* tankers they are supposedly protecting during passage through hazardous waters, and other pictures of U.S.

"man o'warships" leaning over lifelines in the bows of their ships, presumably looking for mines which, if encountered, would either kill them at once or throw them bodily into the sea.

Most of our ships are not only *untrained* for fighting but are *unable to train themselves* for fighting when called upon in an emergency.

*Continued on Page 6*

*The battleship California's crew swarms over her sides to the cry of "Abandon Ship!" Oil from the burning Arizona, at right, has nearly engulfed the California's stern — at the extreme right is the capsized hull of the Oklahoma, where 415 entombed Americans drowned or suffocated before rescuers with acetylene torches could reach them. (photo credits page 2)*



## Japanese Equipment on National Cemetery by Harold S. Fawcett, VJ-1

For 120 years, school children in my hometown of Grafton, WV, have marched in the May 30th Parade and placed flowers on the graves of West Virginia's only national cemetery.

I still have fond memories of those parades and their effect on me. I wanted to be a veteran, and some day, be buried in the national cemetery. I enlisted in the Navy, February 17, 1936, and on December 7, 1941, I found myself in the middle of Pearl Harbor as an aviation photographer in Utility Squadron One.

It was my privilege to record for posterity a pictorial record of "The Day of Infamy," a day that would change my life and prevent me from returning home in a few months to end a six year tour of duty.

Eventually, after 40 years, I returned to my hometown to live. I don't walk in the parade, I get to ride, and each year I present a wreath representing the PHSA at the national cemetery.

For 20 years or so my brother, James R. Fawcett, has been on the Cemetery Committee to enlarge or have an extension added. In September, 1987, it became a reality. The addition is about four miles west on Route 50.

I stopped by one day to shoot a few construction progress shots and found a Komatson Back Hoe being used at the entrance (picture below).



**Komatson Back Hoe**

The resident engineer, a Vietnam veteran, resented it and other veterans I have talked to have felt the same. Is it too much to ask that this practice be stopped on the hallowed grounds of our national cemeteries? Do the Pearl Harbor Survivors feel as I do? Does "Remember Pearl Harbor" mean anything today? I will be buried in this new addition when my time on earth ends, but somehow, I will never feel the same.

## PEARL HARBOR GRAM

Published Quarterly by  
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**Editor, Pearl Harbor Gram:** Bob Watson, P.O. Box 5008, Hacienda Hgts, CA 91745. Telephone: (818) 336-6208

## Notes From the Executive Board

**EBD#15-87** Olympic Peninsula Chapter 14, Bremerton, WA, requested permission to use the PHSA logo on an RV flag. The flag will also have the Chapter information in blue on a white background. Approximately 12 flags to be made and sold.

Vote results: approved unanimously.

**EBD#16-87** Garden Chapter 3 of New Jersey requested permission to use the PHSA logo in the center of an 8 3/4-inch plate with Pearl Harbor Survivors Association around the edge. Limited numbered edition will be sold at the first New Jersey state convention.

Vote results: approved unanimously.

**EBD#17-87** Wisconsin Chapter 2 of Fond du Lac requested to be reinstated to active status and be permitted to operate as an active Chapter of PHSA Inc. in the state of Wisconsin.

Vote results — Yes: president, vice president, secretary, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th and 8th District Directors.

No: Treasurer.

**EBD#18-87** By careful negotiating and volunteer efforts within our membership, the proposal to:

- Put the entire handbook including the NC and BLs, text in section form, appendixes and forms on the word processor.
- Preserve the record on an IBM compatible disc.
- Produce a master using the disc and a printer.
- Reproduce and replace all presently controlled hand-

books with the new issue and with spares to a total of 450 handbooks.

- To use all good forms stocked in the Administrative Office to reduce reproduction cost.
- To use the 3-ring binders already issued and only send out the filler material with instructions.

has resulted in a *reduction* from the original low bid of \$1708.75 for word processing and printing with extra pages to \$1000.00. A *reduction* of \$708.75.

Estimating a "worse-case" for postage of \$376.00 the total cost for the job is \$1376.00.

Allowing a modest amount of \$124.00 for unforeseen contingencies, this request is made for \$1500.00.

Therefore, it is requested that the amount of \$1500.00 of PHSA Inc. funds be made available to defray the cost of this project and that continuing effort shall be made to seek further reductions by any prudent means available to the secretary.

Vote results: approved unanimously.

**EBD#19-87** Second District Convention Chairman and Vice President of Washington Chapter 1 in Spokane requested permission to reproduce the PHSA logo for use on a limited number of hats prepared for the 1988 2nd District Convention, June 16-18, 1988. In addition, the logo will say "2nd District Convention, Spokane, WA, 1988."

Vote results — Yes: president, vice president, treasurer, secretary, 1st, 2nd, 3rd, 4th, 5th, 7th and 8th District Directors.

No: 6th District Director.

*Remember  
Pearl Harbor  
Keep America Alert*



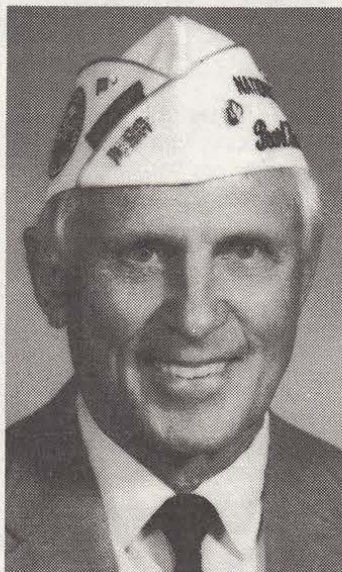
## National Secretary Seeks Re-election

Robert (Mac) McClintock, Jr. wishes to announce that he is a candidate for re-election to the office of National Secretary for the Pearl Harbor Survivors Association Inc. at the National Convention in Virginia Beach, VA, in December, 1988.

"Mac" has served a short, unexpired term by appointment of the president and a full elected term for which he is now the incumbent.

During this service, the general duties of the office have been expanded to render a quick and improved service to the membership. The responsibility of Business Manager, for the Association, has been restored and is active. The efforts to reduce costs have been effective and every effort considers membership first in all cases.

Enlisting in the Navy in 1936, and serving on *USS Aylwin* (DD355) at the time of the Japanese attack on Pearl Harbor, he retired after almost 25 years of service.

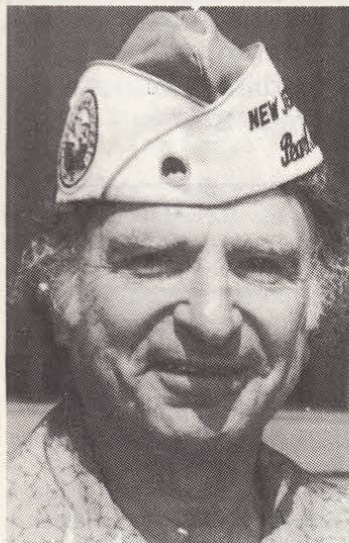


Robert (Mac) McClintock

He desires to serve the membership of PHSA and will respond to their wishes and requests if elected.

"Mac" and wife Marcie reside in Orlando, Florida.

## Goldfarb Seeks Office of 7th District Director



Lee Goldfarb

New Jersey State Chairman Lee Goldfarb announces his candidacy for the office of 7th District Director. The election will be held in New Jersey, in

June 1988.

Lee is a member of the National Capitol Liaison Committee reappointed by National President Dave Bedell and it was while serving with that committee that we were able to secure a national charter. As a member of that committee, Lee helped in getting December 7th designated as "National Pearl Harbor Remembrance Day." At the present time, Lee is negotiating with the Postal Department to have the portrait of our Commemorative Stamp unveiled at our convention at Virginia Beach, December 1988. Lee, at the present time, is also serving as the Administrative Assistant to the President.

Lee enlisted in the Navy in 1940, and at the time of the Japanese attack on Pearl Harbor, was stationed aboard the *USS Oglala*. Lee and his wife, Molly, reside in East Hanover, New Jersey.

### PRICES FOR ADVERTISEMENT IN GRAM

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

| Size of Ad           | One Issue | Four Consecutive Issues |
|----------------------|-----------|-------------------------|
| Full Page            | \$350.00  | \$1150.00               |
| Half Page            | \$175.00  | \$ 575.00               |
| Quarter Page         | \$ 90.00  | \$ 300.00               |
| 2-Col., 3"           | \$ 75.00  | \$ 265.00               |
| 2-Col., 2"           | \$ 55.00  | \$ 190.00               |
| 1-Col., 3"           | \$ 45.00  | \$ 160.00               |
| 1-Col., 2"           | \$ 35.00  | \$ 125.00               |
| Booster, 4 lines max | \$ 7.50   | \$ 24.00                |
| Additional Booster   |           |                         |
| Lines (ea.)          | \$ 5.00   | \$ 17.00                |

SUBSCRIPTION 4 ISSUES \$7.00

WIDOWS 4 ISSUES \$5.00

## S.S. Monterey 1988

In the last two issues of the *Gram*, we have informed you survivors, wives and friends of the *S.S. Monterey* cruise to the islands during the month of June or July in 1988. We also stated that the Don-Em Travel Center of San Francisco would try to get us a special rate if possible.

This is not possible. The rates are high and out of reach price-wise for most of the survivors. This will be a luxurious cruise at top prices. We will give you a run down of the cruise dates and prices and leave it up to you folks as to whether you want to participate and contact the Don-Em Travel Center. Myself or the *Gram* will not be a go between the travel agency.

The dates have now changed to August 26, 1988 through September 10, 1988. It will be called the "Grand Opening Cruise" which will be 15 days long. You take the whole thing or nothing at all, no drop off points.

Ship leaves San Francisco in the late evening of the 26th, goes to the west coast to Monterey, arriving in the early A.M. and departs in the P.M. Ship will be at sea for the next 5 days arriving in Honolulu in the evening of the 3rd, arriving at Nawiliwili/Kauai at sunrise on the 4th. Departs at sunset on the 4th and at sea on the 5th of September. Arrive at Lahaina/Maui, at sunrise on the 6th, and depart Lahaina/Maui at sunset on the 7th. Arrive Hilo/Hawaii at sunrise on the 8th. Depart Kona Hawaii at sunset of the 9th and arrive on the 16th day of the cruise in Honolulu, Hawaii, at sunrise. A wonderful 15 days of fun and frolic.

Now for the prices:

| Category                       | Rate per Person<br>(Double Occupancy) |
|--------------------------------|---------------------------------------|
| AA Royal Suite.....            | \$9,995                               |
| BB Deluxe Suite.....           | \$8,995                               |
| A Royal Outside Stateroom..... | \$6,995                               |
| B Deluxe Stateroom.....        | \$5,995                               |
| C Royal Inside Stateroom.....  | \$5,695                               |
| D Deluxe Inside Stateroom..... | \$5,295                               |
| E Outside Cabin.....           | \$4,995                               |
| F Outside Cabin.....           | \$4,795                               |
| G Inside Cabin.....            | \$4,595                               |
| H Inside Cabin.....            | \$4,295                               |
| J Inside Cabin.....            | \$3,995                               |

Even at these prices, I am quite sure the cruise will be sold out long before the "Grand Homecoming" brochure hits the street.

As stated before, if you are still interested at these prices, please contact Don-Em Travel Center, 703 Market St., Suite 340, San Francisco, CA 94103.

Good luck and smooth sailing.

Ken Creese  
National Vice President



## Aloha Chapter 1 Survivors Meet Senator Enouye

By Robert Hudson  
Aloha Chapter #1

The Honorable Senator Daniel K. Enouye, Patricia and I met for a special meeting, October 10, Federal Building, his offices, in Honolulu. It is my opinion that Senator Enouye may just be the finest American I have ever been privileged to know!

I was surprised to learn from the Senator that literally hundreds of organizations attack members of Congress in an effort to acquire a federal charter — we the Survivors of Pearl Harbor have every right to be proud of our charter, as it is high on the list of those granted.

I continue to serve the 360,000 tourists each year that sail with us on the tour boats to Pearl Harbor.

I would also like to take this opportunity to recognize a special survivor from the state of Washington: Art Rosser is experiencing ill health, yet he brought his family to Hawaii and took our cruise to the National Memorial. He gave me artifacts from Pearl Harbor to utilize in my on-board display such as: bomb fragments, from the *USS Curtiss*, that killed 58 of our shipmates; bullets fired from Japanese strafing planes; and parachute material from one of

the Japanese pilots shot down December 7, 1941.

Art and his family are wonderful members of our Survivors organization and I think he should be thanked for his contribution that so enhances the experience of those who visit Hawaii and wish to learn more about Pearl Harbor.

I am pleased to report to you that pilots, (World War II era) from Japan, continue to visit me, here in Hawaii, all offering me remarkable and rare photos for the historical record.

Anytime survivors plan to visit Hawaii, I am pleased to hear from them or be helpful to them here on their vacation.



The Hudsons meet Senator Enouye. Photo and article by Robert Hudson, Aloha Chapter #1.

## National Secretary's Message

1. Don't forget to report Chapter Officers with Form 10 and the changes with Form 10a. Both reports require copies to the National Treasurer.
2. States that have reported PHSA auto plates.  
Connecticut      Legislation pending  
Colorado  
Nevada  
New Mexico      Commenced process  
Washington  
South Dakota  
Nebraska  
Florida  
North Carolina
3. The spouse subscription to the *Gram* has grown to 45.
4. 1988 is a convention year for states, districts and our national convention in Virginia Beach. You cannot provide adequate support unless you attend. Although it's not possible to attend all . . . attend as many as you can and put the national convention high on the list. Your association is ruled by what goes on at your national convention. Attend and contribute.  
Robert McClintock, Jr.

### Just Had A Reunion?

Send in a photo along with where, when and exactly whom to Bob Watson, in care of his address, found on Page 2

## REUNIONS

*USS Chicago* CA-29, CA-136. CG-11 and SSN-721. Ninth annual reunion 19-22 May 1988, at Long Beach, CA. Contact M. E. Kramer, 41 Homestead Drive, Youngstown, OH 44512 — (216) 788-4841.

\* \* \*

34th Engineers Reunion May 13-15, 1988. Draw Bridge Motor Inn, Crescent Springs, KY, on I-75 North, just before you get to Cincinnati. Room rate \$50.00 flat rate for you and entire family. Contact Leon R. En-

gle, 1049 Laurich Dr., Chambersburg, PA 17201 — (717) 264-6457.

\* \* \*

*USS Conyngham* DD371 reunion June 2-5, 1988, at Omaha, NE. Contact Jack P. Dawson, 2912 Rogers Ave., Tampa, FL — (813) 839-0760.

\* \* \*

*USS Pennsylvania* BB-38 reunion July 8-10, 1988, in Memphis, TN. Contact Jess Dennis, 3053 Birchfield Dr., Memphis, TN 38127 — (901) 357-0263.

*USS Tangier* AV-8 ninth reunion to be held at the Seattle Hilton Hotel, June 23-26, 1988. Contact L. G. Carroll, 17509 118th Ave. SE #C-10, Renton, WA 98055.

\* \* \*

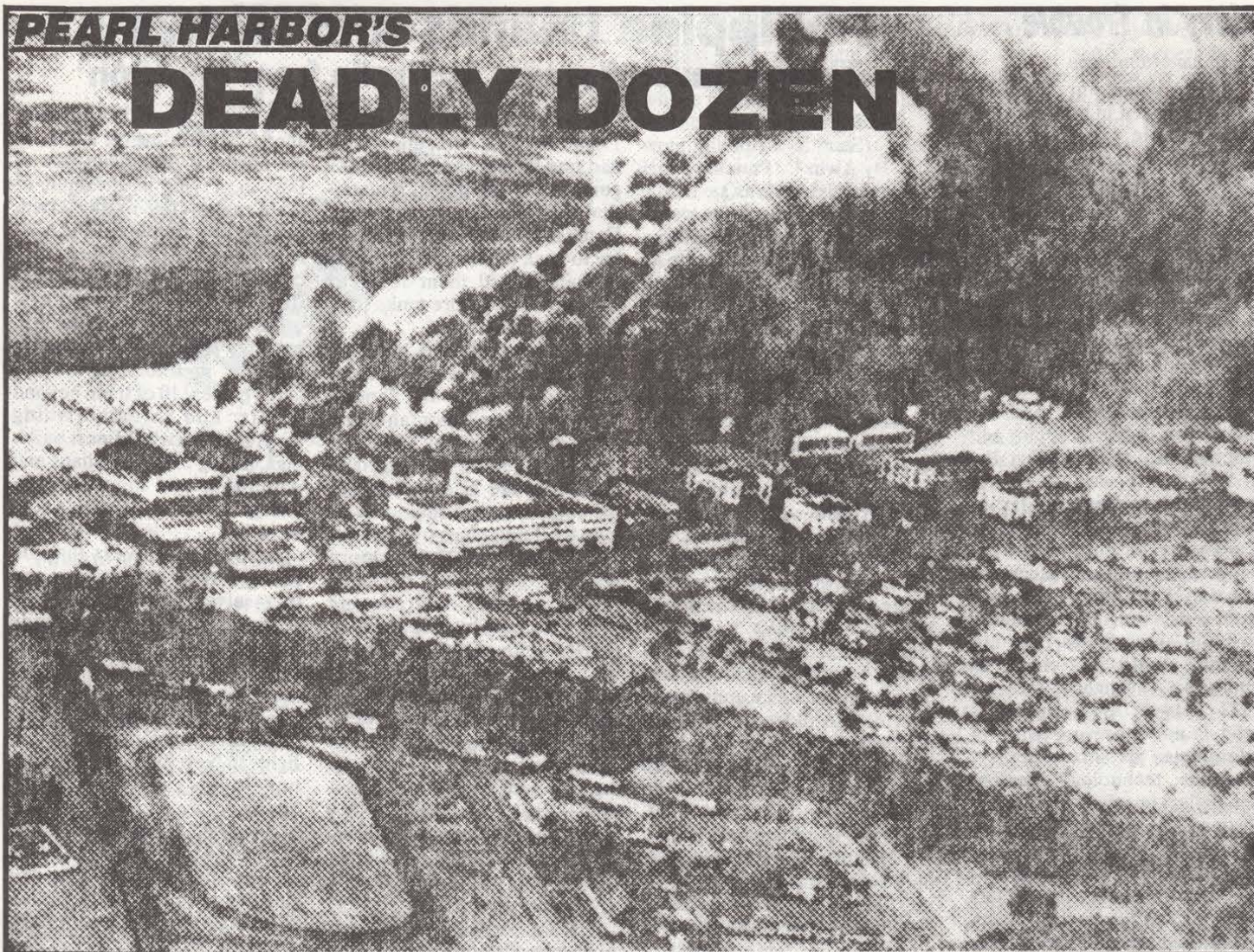
*USS West Virginia* BB148 hold its 18th reunion September 14-18, 1988, in Seattle, WA, at the Seattle Marriott Sea-Tac Airport Hotel. All who served aboard the *USS West Virginia* from 1923 to 1947, and their families and friends are cordial-

ly invited to attend. For further info, contact Lou Grabinski, 1625 Appleton St., #2F, Long Beach, CA 90802 — (213) 432-4382, or Alton L. Meyer, 4411 Blecker Dr., Baton Rouge, LA 70809 — (504) 916-6114.

\* \* \*

11th Bomb Group (H) Association Reunion in St. Louis, MO, May 18-29, 1988. Contact Secretary-Treasurer Bob May, P.O. Box 637, Seffner, FL 33584 — (813) 681-3544.





Planes and hangars at Wheeler Army Air Field burn shortly after being attacked. This photograph was taken from an enemy plane. (USN)

*Reprinted from  
Air Classics Magazine  
By Tom Straub*

The pilots' poker game was nearly over. It had started after the Officers' Club dance the night before and now the tired and sleepy players were trying to decide whether to go to bed or pile in someone's car and head down to one of Oahu's white beaches for a wake-up swim.

So far, life for a pursuit pilot in the Hawaiian Air Force was everything the young tigers had expected it to be. There were a few "old heads" around but most of the lieutenants were recent graduates of one of the Army Air Force pilot training classes. War had been rumored for months but how could anyone take it seriously on such a bright Sunday morning in December?

It was nearly eight o'clock when the weary pursuit pilots first heard the roar of approaching airplanes. It sounded like the Navy was going to give them another early morning buzz-job.

Showing off for the other services was just one way for the Army or Navy pilots to relieve the monotony of training, training and more training. When they heard the first explosion, most of the pilots figured one of the Navy fly-boys had buzzed too low and crashed, but then the first concussion was followed by more.

The pilots scrambled outside their barracks and saw billowing black smoke rising from the nearby flightline where their coveted Curtiss P-36 Hawks and P-40 Tomahawks were parked closely together for anti-sabotage protection. "Japs,"

someone yelled "we're under attack!"

Twenty-five Aichi D3A1 dive-bombers, later code-named Vals, had left the carrier *Zuikaku* nearly two hours previously and were now rolling into their 45-degree dives, reducing many of the Wheeler's fighters to twisted wreckage. The eight three-story maintenance hangars and adjoining parking ramp presented a tightly clustered target that could hardly be missed; especially by the aggressive Japanese pilots who pressed their attacks until releasing their deadly 250-kilogram bombs less than 500 feet above the airfield.

The Americans quickly reacted but their defense could only be passive because there were no anti-aircraft guns protecting Oahu's only fighter base; no machine guns, only a few

rifles and pistols responded to the ferocious attack.

After the initial dive-bombing by the Vals, 14 of Japan's best fighters, the Mitsubishi A6M Zero, joined in the attack and all 39 aircraft began to strafe the remaining planes and buildings. Hangars 1 and 3 were burning out of control; the 6th Pursuit Squadron barracks had been struck by a bomb with heavy loss of life; the rows of tents lived in by most of the ground crewmen was a tempting target to the strafers and was quickly transformed into a fiery furnace. Thirty-eight men were killed and another 59 wounded during the attack.

Many of the pilots and ground crewmen ran to the neatly parked planes and began the dangerous job of pulling the undamaged aircraft away from the

*Continued on Page 16*



## Navy in Trouble . . .

Continued from Page 1

If and when our ships are again damaged in combat — if, for example, another event should occur such as the recent strike against the *USS Stark* — then it is probable that lives will again be lost, equipment put out of action, and overall naval strength sacrificed, unnecessarily.

Given the total dependence of America's security, economy, and freedom on ocean commerce, along with the almost extinct condition of our maritime industry as to both shipping and shipbuilding, the fact that the U.S. fleet is so seriously unprepared places this country in peacetime as well as wartime in a position of unprecedented danger. Many of our successes at sea in World War II stemmed from a massive national ability to build ships faster than our enemies could sink them, an ability we no longer possess.

The Navy's trouble to which I refer is not concerned with inadequacies of ships, planes, weapons, technology, personnel, dollars or other "countable" resources. It comes down to a matter of philosophical disregard of the consequences of violence on the part of the leaders who conceive, design, command, and operate the Navy's ships. The further consequence is such as to gravely impair the state of battle training of the operating forces — the ability of sailors to deliver their firepower in conditions of severe stress, violence or surprise.

The following discussion cites explicit examples of operational capabilities that are currently seriously degraded. Critical questions remain as to whether realistic prospects exist for transition from the Navy's current status to that of the elite fighting force this nation must have for its protection.

### The Warship Environment

To form the above conclusion, this writer has, over the past five years, closely observed battle training in 16 ships at sea, corresponded with 125 others, talked with over 50 fleet training instructors, and visited or corresponded with over 300 other Naval commanders,

Continued on Page 15

## Philippine Islands and Midway: Timing Saved Forces, Australia from Invasion

Reprinted from  
Stars & Stripes

By Alvin C. Poweleit

Midway Island was saved by the heroic action of the combined forces in the Philippines. This was made known to me at the time of the capitulation of the Japanese by one of their generals in Taihoku, Taiwan.

After the capitulation of the Japanese in August 1945, I was moved from Shirakawa (Taiwan) to another prisoner-of-war camp at Taihoku, Taiwan. At this camp, were a number of Japanese officers (colonels and generals) who would not associate with line officers but did communicate with the medical officer, as we were told we belonged to the International Medical Society.

One general in particular, because I could speak his language, became very conversant with me. He told me that if it had not been for General Weaver's six battalions of tanks, the Japanese would have taken the Philippines on 15 January 1942. I told him that I was Provisional Group Surgeon and that we had only two battalions of tanks — the 192nd and the 194th. I also told him that the 194th had two companies and lost one early in

the war; that the Kentucky 192nd had four companies who had one year of training before going to the Philippines. I stated that with our five companies, General Weaver with no infantry to back them up, strategically manipulated them so as to appear to have more tanks than he really had.

This general told me that Yamashita had taken Malaya, Singapore, Java, and landed some troops on Timor (an island north of Australia) by 15 February 1942. He was ready to take Australia. He also stated that the Japanese time table was to take the Philippines by 15 January 1942; Malaya, Singapore and Java, 15 February 1942; and Midway Island, Australia and New Zealand by the third or fourth month of 1942; and possible invasion of Siberia.

When Japan was bombed by Doolittle's men, Admiral Yamamoto thought that the base of attack came from Midway Island, a circular atoll in the central Pacific Ocean about 1300 miles west of Honolulu, Hawaii (and just east of the International Dateline) and approximately 2500 miles from Japan.

On 19 February 1942, Admiral Negumo's Pearl Harbor Task

Force standing off Timor, launched a devastating air strike on the northern Australian city of Darwin. Flying at the limit of their range, 189 of the crack bomb crews training at the Misty Lagoon Air Station succeeded in sinking a U.S. Destroyer, four U.S. transports, one British tanker, and four Australian freighters in Darwin Harbor; in knocking out 23 allied planes, 10 of them beyond repair; and in demolishing several of Darwin's finest buildings, killing 238 Australians and wounding 300 more. In exchange, only five Japanese aces were lost.

In the fearful weeks that followed, Australians braced themselves for invasion. The Australian Army was already committed to England, Africa, India, and the crumbling fortresses of the British Empire in the Far East. At home, only 7000 Australian regulars remained to fight. In New Zealand, the same conditions existed as in Australia.

Admiral Yamamoto, the hero of Pearl Harbor, wanted to land an expeditionary force on the undefended north coast of Australia. General Yamashita, the

Continued on Page 16



Northwest Florida Chapter 6 PHSA preparing to march in the U.S. Constitution Bicentennial Celebration "We the People Day" parade, September 17, in Jacksonville, FL. Left to right: C. Ellis, State Chairman Fred Guest, J. Damato, F. Farragut, P. O'Brien, E. Kmiec, C. Andretta, R. Henderson, C. Haverty, B. Tardiff, S. Bernhard, A. Elliott, R. Scott (not shown).



## From the Editor's Desk



### From the Editor . . .

I wish to take this opportunity to thank every one of you who has expressed best wishes to me on taking over as editor of the *Gram*. And I thank those who offered suggestions for improving the *Gram*. I believe improvement will be very difficult. As it is, I have a very big pair of shoes to fill. But I will make every attempt to ensure that the names of ships are spelled correctly. (One serious complaint regarding typo errors).

I wish to congratulate all of those whose wedding anniversaries are printed in this edition, and especially James

and Ruth Campbell II, who are celebrating their 65th anniversary. James was in the American Expeditionary Force in 1918, at Wheeler Field on December 7, 1941, and in Korea in 1952.

To be included in the anniversary list, you should send your name and unit, your wife's name, and the date of your anniversary about three four months in advance so that it will be in the proper edition. Due to space limitation, we print only the 30th, 35th, 40th, 45th, 50th, etc., anniversaries — every five years.

I have no intention at this time of resuming the "Mini-News." I would prefer that Chapter individuals write articles about spe-

cial events going on in their chapter and send them to me. Those that I select for each issue will be printed under the by-line of the person submitting it. I would like to use 10 or 15 each issue.

In the October issue, on page 11, we misspelled the name of a new member, BROWNING, Leonard T. Jr. We left out the first "N" in his last name making it BROWING. In the July issue, under the photo on page 24, we misspelled the name of Matthew Romanowicz. We used a "t" instead of a "c" near the end of his last name. We offer sincere apologies to both of these Survivors.

In the Prayer for the Dead, in the October issue, the printer made a bad mistake and it was not caught. Preston H. Kindred was not listed, and his first name was inadvertently given to Philip James Angelillo. Both of these men are listed properly in this issue. Our very humble apologies to both of the surviving spouses.

### To The Editor:

On behalf of all members of Wisconsin Chapter #2, we wish to thank all those who helped in getting our Chapter back. Our heart-felt thanks go out to all of you.

Carl S. Burk  
Secretary, Chapter #2  
Fond du Lac, WI

### Dear Sir:

I was just re-reading my July issue of the *Gram* and the National Treasurers report regarding the progress of funds received for the Memorial Wall Fund. It is a sorry report indeed, that only one-third of our goal has been received to date.

... NOW HEAR THIS: Here is my check in the amount of \$10.00 plus an additional \$5.00. I'm sure that many of our members can come up with the \$10.00 suggested . . .

The extra \$5.00 was from a check I received from a rebate on a purchase I recently made. I will continue to send you rebate checks as I receive them. Maybe some of our members will take a hint and do the same.

Richard E. Williams  
USS Detroit

**EDITOR'S NOTE:** I fully concur and strongly suggest that anyone who has not yet made a tax deductible contribution, take the envelope out of the October issue and send in a contribution right away. This is for the Memorial Wall at the Air Force Academy, Colorado Springs, CO, and must not be mistaken for a Florida memorial which is not a PHSA sponsored activity.

### To the Editor:

I've read with interest about the bill to compensate Japanese-Americans for the way they were treated at the outbreak of World War II.

It's ironic that a lot of effort was made in the House and Senate to get such a bill presented and passed, while much less effort was made on behalf of Pearl Harbor Survivors. We can't get a permanent status on a bill to have December 7, named Pearl Harbor Remembrance Day, and have to mount a new campaign each year. (This year Joint Resolution 101 was such a bill.)

I'm not arguing the merits of giving each internee \$20,000 and an apology, but I do object to this raid on our Treasury, considering the deficit we are running. I also question why this generous offer to the internees when the Pearl Harbor Survivors cannot get a bill passed that would cost the U.S. taxpayers nothing at all. I can't remember ever reading that Japan has compensated the families of all the POWs that had to endure such torture and hardship that went far beyond that called for in the Geneva Convention on treatment of prisoners of war.

It seems that Pearl Harbor Survivors are always met with some hostility when we mention December 7, 1941. All we want to do is to remind America that it can happen to us and to Keep Alert and Don't Let It Happen Again. A permanent bill allowing for a Pearl Harbor Remembrance Day on December 7, would help to do this without being a drain on the U.S. Treasury.

Jesse L. Foster  
Maryland Chapter #1  
Schofield Barracks

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## California State Convention

Chapter 23 hosted a very good state convention in Santa Rosa, CA, October 1-4, 1987. All meals were delicious and accompanied by very good entertainment — Thursday, barbecued beef, followed by square dancing show; Friday, Luau with Hawaiian dance show; and Saturday, banquet of prime rib accompanied by a singing choir.

Business meeting on Friday was attended by 143 Survivors. The following resolutions were acted on:

1. Require a Chapter bidding to host a state convention outside their jurisdictional boundary to obtain approval from the Chapter having jurisdictional rights. Tabled.

2. Remove, from the state bylaws, the requirement to

carry liability insurance. Passed.

3. Change the selection committee that picks the California Survivor of the Year to be the previous year's Survivor of the Year as head of the committee, with the three other members to be the Survivors of the Year for the previous three years. Passed.

4. Change the time of year for state conventions to be between June 1 and July 31, starting in 1989. Not passed.

Chapter 14 will host the 1989 state convention at the South Coast Plaza, Costa Mesa, CA, in July.

1987 Survivor of the Year award was presented at the banquet to Dick Duran, past First District Director.



# Flowers Honor Those Killed at Sea

By E. A. Schwartz  
For the Statesman Journal

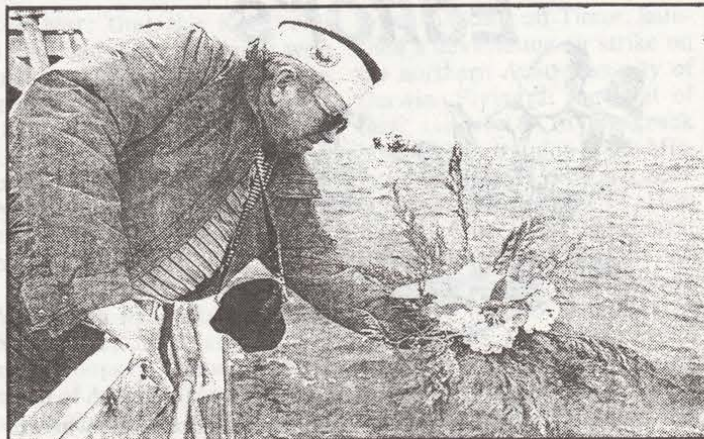
Oregon Chapter 1 has been represented in the Depoe Bay annual Fleet of Flowers ceremony for many years. Yearly, a group of hardy members and their families travel to this coastal area in motor homes, campers, and trailers for an outing at one of the state parks or by the Cutler City Community Hall.

Saturday and Sunday, our ladies make the floral wreaths for Monday's Memorial Day observance. This is a short service from a podium adjacent to the Coast Guard Station, led by Mr. Richard Allyn, LCDR, USCGR, who also is a charter boat owner. The Coast Guard Commanding Officer welcomes all participants and guests. Dignitaries were introduced and the Chaplain gave a blessing commemorating our dead at sea.

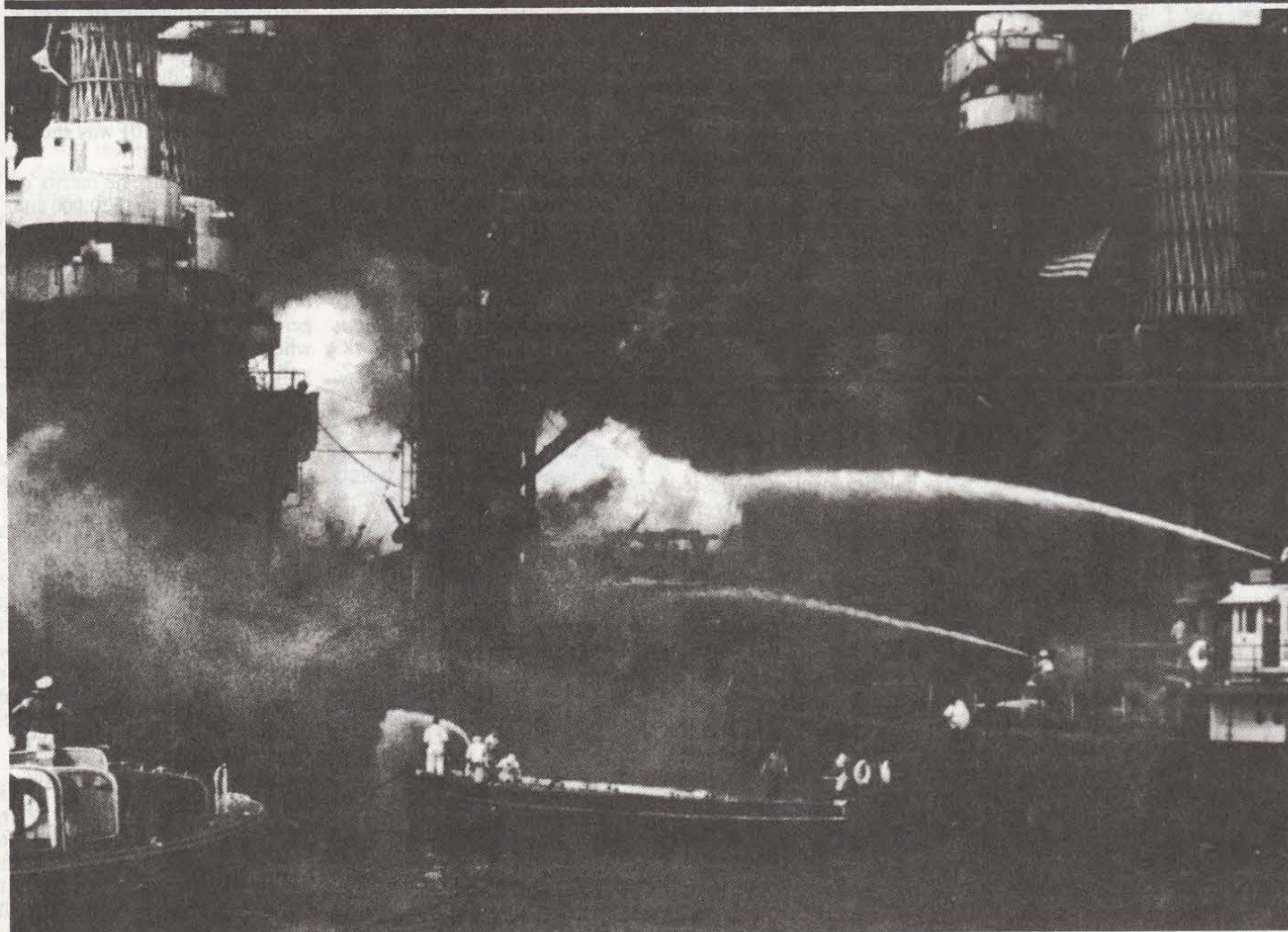
A fleet of 32 fishing and charter boats slipped out of the narrow Depoe Bay Channel and headed for sea. As they were abreast the second buoy, the crew and passengers laid their wreaths upon the water. At that moment, an Air Force fly-over paid their homage of the day.

This day was a very solemn affair, and left a few Pearl Harbor Survivors quite choked up.

Leslie R. Rodgers  
Past President  
Oregon Chapter 1



Les Rodgers, 65, of Milwaukie, places flowers in the ocean at the Fleet of Flowers observance in Depoe Bay, Monday, to honor those who died at sea. Rodgers is a veteran of World War II and a member of the Pearl Harbor Survivors Association. The fleet is comprised of 32 fishing boats and Coast Guard vessels.



The hose-equipped garbage lighter YG-17 sprays sea water on the stricken West Virginia. Though sunk in the shallow harbor, the battleship remained upright when alert crewmen counter-flooded her belowdecks as she began listing heavily after torpedoes hit below her waterline. YG-17's commander, Chief Boatswain's First Mate L. M. Jansen, also tried vainly to put out the Arizona's fires.



# Sons and Daughters of PHSA Seek Members

The Pearl Harbor Survivors Association is proud to assist the Sons and Daughters of Pearl Harbor Survivors Inc. in establishing a strong organization. The information in this issue of the *Gram* is published so that you can make your children and grandchildren aware of this fine organization. Please make this issue of the *Gram* available to your children and grandchildren. If more than one chooses to join the group, they can put all the required information on a separate sheet of paper and mail it, with membership fee, to Betty Jo Berryman at the address on the application.

## DUES

Approved at the 1984 National Convention  
Current Dues are as Follows:

**LIFE MEMBERS:** \$35.00 one time, which includes initiation fee, annual dues of \$5.00, due before 12/6 of each year.

**ANNUAL MEMBERS:** \$5.00 one time initiation fee, \$15.00 annual dues, due before 12/6 each year.

**CONVERSION FEE:** To convert from annual to life, a one time cost of \$35.00 then annual dues of \$5.00. If done in same year \$15.00 annual dues credited to total of \$40.00.

**MINORS:** Less than 18 years of age, initiation fee of \$5.00 only until 18 years of age. Can be life members for \$35.00.

Since dues notices have not been mailed out for several years, the current officers made note that anyone mailing in their dues for this year would bring them current until December 1987. All dues and other payments should be made payable to "SDPHS" and sent to the treasurer at 1507 Elm Place, Meridian, ID 83642.

## NATIONAL OFFICERS

### DEAR FELLOW OFFSPRING:

In December 1986, a few members of the organization attended the National Convention in Hawaii. New officers were elected and now are attempting to make a "go" of the organization. We need your energy, time, comments, money, and most of all, HELP.

Andrew Shemberger  
National President  
Rio Rancho, NM 87174

Bette Jo Berryman  
National Treasurer  
Meridian, Idaho 83642

Loni Fisher  
National Vice President  
Oak Harbor, WA 98277

James Blackstock  
National Parliamentarian  
Angleton, TX 77515

Mary Istvan  
National Secretary  
Rockville, MD 20850

Harold "Sarge" Cook  
PHSA/SDPHS Liaison Officer  
Seminole, FL 33542



*Future member of Sons and Daughters of PHSA salutes flag. The youngster, (also featured on the back cover of this issue) is Corey Joseph Zbyzenski, 3-year old grandson of Walter "Ski" Zbyzenski (USS Pheonix).*

## SDPHS 1988 Conventions

### NATIONAL CONVENTION

The PHSA 1988 National Convention will be held (approx. dates) December 4 through 8 at Virginia Beach, VA. The SDPHS are also planning a convention at this time. Put these dates on your calendar and please contact Loni Fisher, P.O. Box 66, Oak Harbor, WA 98277, as she will need help in planning this convention.

### PHSA District Two Convention

PHSA District Two convention will be held June 16 through 18, 1988, in Spokane, Washington. SDPHS will also hold a meeting at this time. Info and registration forms will be available at a later date.

### EXECUTIVE BOARD MEETING

The Executive Board of the Sons and Daughters of Pearl Harbor Survivors met at the Overland Park Marriott, Overland Park, Kansas, June 12-14, 1987. The following board members were present: Andrew Shemberger, Loni Fisher, Bette Jo Berryman. No District Directors were present and Mary Istvan and James Blackstock were unable to attend.

It was hoped that all books from the previous administration would have been received by this meeting. Some records have been lost in the mail and others have not been forwarded. It was decided that the treasurer would send out bills for dues. New members will be sent membership cards and bumper stickers as soon as they are received from the printers. Finally, it was decided to publish some kind of newsletter to let members know we are active. WE NEED ALL KINDS OF HELP. Let us know what you can do to help us.

Loni Fisher  
Acting Secretary



# SONS AND DAUGHTERS of PEARL HARBOR SURVIVORS, Inc.

## NATIONAL OFFICE

### APPLICATION FOR MEMBERSHIP

Bette Jo Berryman  
1507 Elm Place  
Meridian, Idaho 83642  
(208) 888-3431



(Please print or use typewriter)

FULL NAME \_\_\_\_\_ DATE \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE (     ) \_\_\_\_\_ DATE OF BIRTH \_\_\_\_\_ NICKNAME \_\_\_\_\_

MARITAL STATUS \_\_\_\_\_ SEX   M     F   OCCUPATION \_\_\_\_\_

NEXT OF KIN \_\_\_\_\_ ADDRESS \_\_\_\_\_

SPOUSE \_\_\_\_\_ CHILDREN (Name & Ages) \_\_\_\_\_

SPONSOR \_\_\_\_\_ ADDRESS \_\_\_\_\_

SHIP, STATION OR UNIT ON DEC. 7, 1941: \_\_\_\_\_

PHSA CHAPTER # \_\_\_\_\_ CITY/STATE \_\_\_\_\_

*I, the undersigned, understand that membership in the Sons and Daughters of Pearl Harbor Survivors, Inc. means a commitment to keep alive the memory of Pearl Harbor and the memory of the men and women of the Armed Forces of the United States of America serving there on December 7, 1941; to maintain true allegiance to the government of the United States of America; to foster true patriotism; and to preserve and defend the United States of America from her enemies.*

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_\_

#### MEMBERSHIP REQUIREMENTS

Must be the son or daughter (blood, step or adopted) of a Pearl Harbor Survivor who was on the island of Oahu or offshore (not to exceed 3 miles) at actual time of attack (7:55 am to 9:45 am) on December 7, 1941, and who was honorably discharged from the United States of America Armed Forces. Membership is extended to the their children and offspring in perpetuity.

INITIATION FEE (one time) \$5.00      ANNUAL MEMBERS : Initiation fee of \$5.00 plus \$15.00 per year, annual dues (\$20.00 total).      LIFE MEMBERS : \$35.00 (includes initiation fee) plus \$5.00 per year dues.

ANNUAL PERIOD: December 7 to December 6 of each year.



# PHSA Members Support Memorial Wall at the Air Force Academy

Members have contributed \$16,600.00 to date, but we are short of our \$30,000 goal.

Please send your tax free contribution in today. Use the envelope furnished in the October issue of the *Gram*. Contributions have been received from the following:



|  |                                       |  |   |   |
|--|---------------------------------------|--|---|---|
| Robert J. Dunn Jr.<br>Kearney, NE      | Karl A. Johnson<br>Livermore, CA      | Victor A. Dybdal<br>Honolulu, HI         | Steve J. Chaousi<br>Argo, IL            | Donald J. Cragg<br>Grayling MI            |
| Dino H. Kintis<br>Sunnyvale, CA        | Paul P. Vuono<br>Wanamassa, NJ        | Stephen W. Bernhard<br>Jacksonville, FL  | Anthony Sudano<br>Charles, SC           | Howard Ward<br>Sand Lake, MI              |
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| John Alba<br>Albertson, NY             | Doris J. Gibson<br>Castro Valley, CA  | Benjamin Dorotinsky<br>Taylor, MI        | Mark Factor<br>Conowingo, MD            | Floyd H. Laughlin<br>McDonald, PA         |
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| Marvin Melius<br>Faulkton, SD          | Paul Alberts<br>New Rochelle, NY      | Leonard H. Webb<br>Cape Girardeau, MO    | Edmund J. Gaudet<br>North Port, FL      | John Pellerito<br>Roscommon, MI           |
| Mary E. Williams<br>Brooklyn, NY       | Louis Campese<br>Utica, NY            | Thomas A. Jackson<br>Oswego, NY          | James H. Roberson<br>Labelville, TN     | Kenneth E. Stewart<br>Toledo, OH          |
| James A. Mattox<br>Peru, IN            | Arthur Solomonides<br>Lowell, MA      | William J. Geritz<br>Berkeley, CA        | Clyde C. Mortensen<br>Hartland, WI      | David P. Bedell<br>McKeesport, PA         |
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| Jack H. Moore<br>Sebring, FK           | Francis R. Bush<br>Crossville, TN     | 8th Dist. Conference<br>PHSA             | Edward Kuras<br>Redford, MI             | Jeanne Royale<br>Baldwin, MI              |
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| James M. Shea<br>Lindenhurst, NY       | Arthur Rolfe<br>Bellevue, WA          | Victor J. Paradis<br>Mankato, MN         | Lucille Bathje<br>South Bend, IN        | Edward Lostutter<br>Prescott, MI          |
| Robert J. Welkner<br>Brooklyn, NY      | James Facer<br>Seal Beach, CA         | David N. Linddberg<br>Carmichael, CA     | George Campbell<br>Grand Rapids, MI     | Walter Zbyzenski<br>Fremont, CA           |
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Continued on Page 12



## Wall Fund Contributors . . .

Continued from Page 11

|   |  |   |  |   |
|---|--|---|--|---|
| Maryland Chapter 1<br>PHSA Rockville, MD    | James Seest<br>Anaheim, CA                       | Carl Williams<br>Lafayette, CO                | Charles E. Clark<br>Reno, NV                     | Violet Markham<br>San Leandro, CA<br><i>In memory of C. Fields</i>  |
| Paul Karan<br>Turtle Creek, PA              | George C. McMahan<br>Fresno, CA                  | Charles Blazek Chapter<br>Menomonee Falls, WI | Joseph P. Collins<br>Brooklyn, NY                | Margaret K. Moutray<br>Troy, NY                                     |
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| Sam Peticolas<br>Big Rapids, MI             | William H. Beckman<br>Berwyn, IL                 | Wilmer F. Bailey<br>Arvada, CO                | 5th District Survivors<br>In Convention          | Jack P. Dawson<br>Tampa, FL   |
| Jack B. Shirley<br>Portland, OR             | Kenneth McCalla<br>Joliet, IL                    | A. L. Pope<br>Colorado Springs, CO            | Frederick T. Bowen<br>Parker, CO                 | Victor J. Paradis<br>Mankato, MN                                    |
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| Illinois Chapter 2<br>PHSA, Springfield, IL | PHSA Chapter 11<br>Benicia, CA                   | Air Force Association<br>Carol Stream, IL     | Joseph Nemish<br>Lake Isabella, CA               | Raymond Stone<br>Columbia, MO                                       |
| Thomas M. Sanford<br>Philadelphia, PA       | Dale P. Seaman<br><i>In memory of G. Senesac</i> | Missouri Chapter 1<br>PHSA, Normandy, MO      | Clifford E. Favor<br>Soulsbyville, CA            | Stanley J. Poczatek<br>Hinckley, NY                                 |
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|   |  |   | Donald E. Ryan<br>Indianapolis, IN               |   |

Continued on Next Page



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Reno, NV  
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Paul Karan  
Turtle Creek, PA

## PHSA MEMORIAL WALL FUND

By FRANK MACK, Past 3rd District Director

The PHSA Memorial Wall Fund now exceeds \$16,000.

A salute to the great state of Michigan for the \$1350 endowment to the fund from the state convention held in May, 1987.

The envelope in the October GRAM was suggested by Julius Finnern, past 5th District director from Wisconsin. Thanks Jay, for the help. Jay believes, as we do, that our greatest legacy to our beloved country can be a PHSA Memorial in each and every state and service academy. Not an easy task but the PHSA can do it!

### USE THE ENVELOPE RIGHT NOW! DO YOUR PART!!

**Our Immediate Fund Goal** — The PHSA Memorial Wall.

**Our Distant Fund Goal** — A PHSA Memorial at each service academy.

**NOW HEAR THIS** — At a meeting with the Air Force Academy Memorial Board a young officer stated, "I never thought of Survivors from Pearl Harbor." He does now!!

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Brooklyn, NY  
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Wauwatosa, WI  
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Lone Oak, TX  
Joseph L. Przemicki  
Minneapolis, MN  
William S. George, Jr.  
Ft. Worth, TX

J. Vaessen  
San Mateo, CA  
William F. Lane  
Bowling Green, OH  
W. F. Koehl  
Lake Charles, LA  
Thomas W. Day  
Brooklyn, NY  
Robert G. Harbig  
Shandaken, NY

A. J. Fisera  
Buckley, IL  
James C. Fulton  
Cocoa Beach, FL  
Rocco Sansone  
Vienna, VA  
Missouri Chapter 3  
Cape Girardeau, MO

Michael J. Rusbashan  
Waukegan, IL  
Rex L. Zimmerman  
Fresno, CA  
William C. Stanford  
Hobbs, NM  
Joseph Staley  
Austin, TX  
Wesley P. Craig  
Santa Rosa, CA  
Josephine Smith  
West Frankfort, IL

Albert S. Adams  
Denver, CO  
Robert E. Hatcher  
Ramona, CA  
Richard N. Gibbs  
South Gate, CA  
Armand J. Poulin  
Greenacres City, FL

Richard E. Stopp  
Reno, NV  
Joan W. Blankenship  
Glendale, CA  
Luz L. Valerio  
Denver, CO  
Forrest A. Brandt  
Manitou Springs, CO

Earl W. Chaffee  
Satellite Beach, FL  
Warren E. Key  
Weston, CO  
A. Leo Smith  
Albuquerque, NM  
Robert L. Allen  
Rolling Meadows, IL  
L. Byram Bates  
Yorba Linda, CA

Jerome C. Schenkelberg  
Carroll, IA  
Nelson W. Leever  
Riverside, CA  
11th Bomb CP (H) Assn.  
Seffner, FL  
Pennsylvania Chapter 1  
Philadelphia, PA  
Irvin Obermeyer  
Littleton, CO  
Stanley A. Rackiewicz  
Wilmington, DE

## A Private Memorial



Jack Doyle, Illinois Chapter 3, kneels at the grave of Russell Dean Hawkins, in Oak Hill cemetery at Taylorville, IL. Hawkins and Doyle planned on joining the Navy together but Hawkins decided to wait. Doyle enlisted on Jan. 9, 1940, and was assigned to the USS Tennessee. A few months later, Hawkins enlisted and was assigned to the USS Arizona, where he lost his life on Dec. 7, 1941. Doyle has visited Dean's grave every Dec. 7 for the past 40 years, with the exception of one when he attended the PHSA national reunion at St. Louis, MO, in 1963.



## In Memoriam

700 Pringle Parkway SE  
Salem, OR 97310

Oct. 1, 1987

Mr. Don Howell  
President, PHSA  
Aloha Chapter #1  
Honolulu, HI

My dear Mr. Howell and  
members of the PHSA,

On behalf of my family, I  
would like to express our  
appreciation for the participation and  
gift given in memorial to my  
dad, Joe Ritson. To see the

reasons and purpose during his  
retirement. He felt strongly that  
the PHSA was a symbol for our  
society. This is a visual symbol  
which speaks clearly to us all in  
a myriad of ways. The importance  
of the group stretches far  
beyond the boundaries of its  
membership.

As I recount the memories of  
my dad, I feel an attachment; a  
closeness; a uniqueness. You  
see, I am the proud son of a  
Pearl Harbor Survivor. Although I can't smell the

*"Just as the oil still seeps from the USS  
Arizona, so does his love, to remind us we're  
all different . . . !"*

members of PHSA and feel the  
integrity and sincerity of each  
man and woman has left an inde-  
lible impression on my mom,  
sister and especially me.

My dad busted his buttons  
with pride as a member of  
PHSA. His affiliation, these  
past seven years, gave him his  
most prideful memories. To  
work, to parade with, to repre-  
sent the association in many  
capacities were among his

smoke, hear the rattles and  
bangs of the weaponry used 7  
December 1941, I feel the in-  
tensity of an emotion — by the  
grace of God, my dad escaped  
that day with his life so he might  
sire a family and nurture us in a  
loving, caring, action-directed  
environment so we could prosper,  
achieve and understand  
life's difficult lessons. He taught  
us how he felt, and how to be a  
legacy.

My dad loved me through  
many trials, God knows. He  
loved my mom like no rela-  
tionship I've ever observed. He  
loved my sister to a depth that I  
can see and feel but only she  
knows.

We had to learn to share my  
dad. His love wasn't satisfied by  
the members of his family. He  
loved to talk to people. He loved  
to express his faith in a loving  
God. He loved the church fami-  
lies he came to know. He loved  
his country and he loved a group  
of men and women he called  
"the survivors."

He died and has left us. But  
just as the oil still seeps from the  
*USS Arizona*, so does his love to  
remind us we're all different be-  
cause of that G.I. named JOE!

Sincerely,  
Bob Ritson

Russell J. Tener  
11784 Canterbury Ave. N.W.  
Pickerington, OH 43147

## PENNSYLVANIA STATE CONVENTION

Keystone Chapter #2 will be hosting the Pennsylvania  
State Convention April 22-24, 1988. The convention will  
be at the Airport Hilton Hotel, Parkway West, near the  
Greater Pittsburgh Airport, Pittsburgh, PA. Hotel phone  
number is (412) 262-3800.

Contact State Chairman Floyd H. Laughlin, R.D. 6, Box  
104, McDonald, PA 15057, if you need further information.  
Phone (412) 926-8111.

## Julius Finnern Writes to New Secretary of the Navy

The Honorable James H. Webb  
Secretary of the Navy, Pentagon  
Washington, D.C.

April 27, 1987

Dear Mr. Secretary:

Congratulations on your appointment as Secretary of the  
Navy.

After hearing your speech at the Punch Bowl December 7,  
1986, at the 45th Anniversary of the Japanese attack on our military  
installations December 7, 1941, in Hawaii, I am personally delighted  
at your selection and appointment.

One of the goals of the Pearl Harbor Survivors Association is to  
have a United States warship named the *USS Pearl Harbor*. Hope-  
fully this goal can now be realized.

The historical events preceding, during and after this infamous  
attack should not be allowed to fade into history like "Remember  
the Maine." Even though December 7, 1941, could be categorized as  
a defeat, nevertheless, Pearl Harbor was a springboard from which  
many operations were launched which lead to the ultimate defeat of  
the Japanese forces and victory for the United States.

One more thing on a personal note. My ship, the *USS  
Monaghan* DD-354 earned 12 battle stars in the Pacific. Perhaps  
with your influence, that proud name could again be joining the  
Fleet.

Respectfully yours,  
Julius A. Finnern  
MMC/USN/Ret.

## To the Editor . . .

Continued from Page 7

To The Editor . . .

. . . This is another quandry  
which I wish to clear up, and  
which has been bothering me for  
some time. In my book, I men-  
tion that on December 7th, as I  
raced toward the Portico entrance  
to the PX at Hickam Field,  
there were others also running  
in the same direction and I heard  
someone shout, "Where the hell  
is . . . Superman?"

I would appreciate it if the  
person who might remember  
shouting that will write to me  
and let me know his name so  
that I can give him credit in my  
book.

Chief Machinist's Mate Julius A. Finnern, USN (Ret.)  
Past Fifth District Director  
Pearl Harbor Survivors Association, Inc.  
W150 N8322 Saxony Drive  
Nenomonee Falls, WI 53051

Dear Chief Finnern:

I appreciate your recent letter requesting that the names  
*PEARL HARBOR* and *MONAGHAN* be assigned to future U.S.  
Navy ships.

*PEARL HARBOR* signifies the selfless bravery and heroism of  
many Americans, but you are correct in saying that it does not  
represent a significant victory such as we normally memorialize in  
the assignment of a ship's names. *MONAGHAN* is but one of many  
former destroyer we could perpetuate. While these names outnumber  
the comparatively few new ships in the building program, we  
will thoughtfully consider *MONAGHAN* in the selection process.

If I can be of future assistance, please let me know.

Sincerely,  
James H. Webb, Jr.



# Navy in Trouble . . .

Continued from Page 6

staffs, and professionals.

Every observation and conclusion cited below is to be understood in the context of the following theoretical (by no means official) definition:

**Ability to fight** = ability to perform every designed function under conditions of severe stress, extreme violence, and/or attempted enemy surprise.

Performing "every designed function" means being able to sail, shoot, launch and recover, navigate, detect, communicate, maintain, replenish, sustain, etc. — all the things a ship is built to enable its crew to do. However, the aspects of *stress*, *violence*, and *surprise* have largely disappeared from the Navy's philosophies of design and training. To understand the consequences, the lay reader must first understand several distinctive aspects of shipboard activity that affect how ship's crews work and fight.

First is the matter of how crews are organized. For the day-to-day work of maintenance and administration, personnel may be subdivided into several departments, each department containing several divisions. For watchstanding and fighting, the crew is rearranged into "readiness conditions." For example, *Condition One*, or general quarters, has all hands alert on their battle stations. *Condition Three* calls for one-third of the crew to be on station at a time under circumstances where hostile action is considered reasonably possible. *Condition Four* puts the crew on stations in four rotating sections for normal peacetime steaming. There is no standard readiness condition in port that corresponds to general quarters at sea.

The chain of command and accountability for the effectiveness of every watch section within each of these readiness conditions differs markedly from the chain for every other watch or condition. More than half the crewmembers of a typical ship will report to different leaders in *Condition One*

than they do for their day-to-day work.

A well-trained ship's company should be able not only to function effectively within, but to shift effectively between any of these organizational arrangements under conditions of gross physical disruption — surely one of the most challenging management environments conceivable and yet one that has not

## About one-third of the fleet is kept deployed for . . . months at a time in the Western Pacific and the Mediterranean

been critically analyzed since the year 1909. This sudden demand for being able to shift stations and duties under grossly disruptive conditions is precisely the situation that faced the *Stark*, a situation for which standard Navy training procedures fail to prepare the crews of its ships.

The bottom line of the foregoing is that U.S. warships today are organized primarily for maintenance and administration, not for battle or battle training. Despite the Navy's supposed commitment to the notion of "single chain of command," the standard system of organization in its ships has evolved so to preclude the existence of any clear and continuing chain of responsibility and accountability from individual sailor to commanding officer for overall ability to fight, an ability encompassing state of material, state of health, and state of training. And there is no office or agency in the U.S. Navy that has continuing responsibility or cognizance for study and adjustment of standard methods of shipboard organization in conjunction with shipboard battle training.

The reader must also understand in general how most Navy surface ships are conventionally trained for battle (as distinguished from how they are trained for maintenance and

administration).

About one-third of the fleet is kept deployed for six to eight months at a time to the Western Pacific and the Mediterranean. A few units operate in the Indian Ocean and the Middle East. During these major deployments, the fleet engages in large scale training exercises that involve mainly the efforts of high level commanders, their staffs, aviation units, and the very few shipboard personnel that participate in the operational deci-

This refresher training is the only aspect of training that attempts to focus on conditions simulating battle. It is repeated before every scheduled major deployment (when it is called *Interim Reftra*) in order to raise levels of training from what the fleet commanders call "basic" to "intermediate." By the time ships complete deployment, their levels of training are presumed to merit being called "advanced," although no reliable measurement system exists as a basis for this presumption. In case of a major emergency calling for sudden augmentation of deployed forces, many ships will inevitably be ordered to proceed to forward areas without opportunity for Interim Reftra, potentially facing the prospect of battle while still at a "basic" level of training.

The foregoing peculiarities of the typical warship environment, with the exception of the recent notion of need for Interim Reftra, have been the rule in our Navy since early in this century. Meanwhile, the nature of the combatant threat has grossly changed. A massive and growing Soviet submarine fleet, probably capable of launching anti-ship missile attacks from 300-mile ranges, poses an unprecedented threat against ships

Continued on Page 27



KEYSTONE CHAPTER #2 COLOR GUARD presented the colors at Three Rivers Stadium, Pittsburgh, PA, preceding the baseball game between the Pirates and Mets on Flag Day, June 14, 1987. 35,000 persons were in attendance.





## Philippine Isles, Midway...

Continued from Page 6

hero of Singapore, seconded Yamamoto and offered to lead the invasion force himself.

General Tojo, the Prime Minister, and most of the elders in the general staff meeting spoke against the Yamamoto-Yamashita plan. In reviewing the arguments of both sides, Hirohito decided that the invasion of Australia and Midway could be postponed until after the conquest of Burma.

Hirohito announced his decision with characteristic obliqueness at the liaison conference in the Imperial Headquarters held on 23 February 1942. He also knew that the Japanese new perimeter reached within easy flying range of Australia, and except for the U.S. forces on Bataan and Corregidor 1600 miles behind the front lines, it contained only guerilla pockets of resistance.

This posed a threat to their supply lines, and as a Japanese general told me, as long as the

Wyoming Chapter #1 hosted Motorhome — Trailer RV'ers recently with Survivors from five states attending. Front row (left to right): Wyoming Chapter Secretary-Treasurer Dave Shoup (Riverson, WY), Earl Paustian (Laramie, WY), Leo Hansen (Casper, WY), and Lawrence Wilcox (Riverton, WY). Second row: Vernon Gates (Englewood, CO), George Richard (Greeley, CO), Wyoming Chapter President Bob Miller (Lander, WY), and Wyoming State Chairman Bill Hawes (Kinnear, WY). Third Row: Second District Director Joe White (Boise, ID), Jeff Kaul (Pinedale, WY), Elmer Kesler (Cheyenne, WY), and Bob Osborne (Sidney, NE). Attending, but not in photo, Don Murray (Spokane, WA).

## Deadly Dozen

Continued from Page 5

ones that were still burning. They took on the slow process of arming the fighters despite the need of dashing into the burning hangars to obtain the .30-caliber and .50-caliber ammunition used by the American fighters. Second Lieutenants George S. Welch and Kenneth M. Taylor used the Officers' Club telephone to call the Haleiwa auxiliary strip where the 47th Pursuit Squadron was temporarily assigned for gunnery training.

They were amazed to hear that there was no enemy action over the North Shore field and ordered all aircraft to be immediately fueled and armed. After hanging up, they sped through the main gate and started out on their seven-mile trip, giving no thought to the

speed limits.

Two other 47th Squadron Second Lieutenants had the same idea. After parting all night, Harry W. Brown and John L. Dains quickly threw off any signs of hangovers and headed for the nearby married

guns in the wing. The pair headed for Wheeler with the idea of taking the heat off the air base and their fellow pilots but found the skies over Wheeler to be empty.

They continued their course toward Pearl Harbor seven

hawks. But despite being over 100 mph slower, the Val was able to turn tighter than the heavier P-40s and the rear gunner with his 7.7mm machine gun made it even more difficult for the American fighters to shoot down the Val dive-bombers.

Welch and Taylor now split up and attacked the targets separately. Taylor nailed one that was streaking toward the nearby ocean. Welch caught another trying the same thing but the gunner was waiting for him and scored hits on the young Lieutenant's plane. Welch pulled up, assessed the damage and returned to the fray.

Taylor had just dropped another Val that was smoking and both Americans picked new targets. Welch put another Val in the ocean as Taylor's target headed out to sea, losing altitude and trailing smoke. Now low on fuel and ammunition, the two Tomahawks headed for Wheeler with four kills and two damaged to their credit.

*Finally, he rolled to a stop and  
climbed out, clad only in pajamas  
and a belted .45 Colt*

officers quarters in Dains' blue Ford coupe to pick up 1st Lt. Robert J. Rogers, also of the 47th. They all survived a comic but dangerous encounter with a vengeful Val that chased them all over the dusty road to Haleiwa without achieving any hits.

Welch and Taylor were the first in the air in their Curtiss P-40B Tomahawks armed only with four .30 caliber machine

miles away but spotted 15-20 Japanese planes at their two o'clock position, pounding the Marine air base at Ewa. They dove into the melee quickly flaming one Val each on the first pass. The Japanese had gotten complacent in the absence of any American defenders and it had cost them.

The now-altered Vals headed in different directions attempting to evade the faster Toma-



Philippines held on, it saved Australia, New Zealand, and Midway from being invaded. He told me that if it wasn't for over 500 to 1000 tanks which broke up their time table, they would have taken Philippines on 15 January 1942. I told him we had only 100 tanks. He asked me how I knew this, I told him I was provisional tank surgeon (he knew of the 192nd and General Weaver, divisional commander). It also allowed our navy to recuperate and defeat the Japanese fleet at Midway.

If Midway had been taken, we might have lost our recuperated Navy. The general told me of Japan would have taken Midway, the Japanese were going to send hundreds of Kamikazi pilots in planes loaded with bombs to Midway.

Our tank defense 192nd (four tanks) and the 194th's two companies, (one was lost) without infantry, held the Japanese at bay and broke up their time table.

What did winning the battle of Midway mean? The most immediate fact, of course, appeared in the tangibles — men

and materials lost. One must also consider the intangibles — what might have happened and did not? But had Yamamoto fulfilled his project of taking Midway and destroying Nimitz's carriers, the next program on his agenda was to turn to the Australian and New Zealand campaigns. Had he succeeded in cutting the Australians and New Zealand, MacArthur's forces would have been isolated, and in total command of the South Pacific and Indian Oceans. Japan would have held South-east Asia in fee for many a sad day. And, in the meantime, possession of Midway would have given Japan the means to harass at least the Hawaiian Islands and even the West Coast.

### "7055: PEARL HARBOR HEROES"

Over 250 citations, photos, index, 200 pages soft cover. \$11.95 plus \$1.55 postage.

Capt. Donald K. Ross,  
USN (Ret.)  
15871 Glenwood Rd. SW  
Port Orchard, WA 98366

## SPEECH AT SOUTH BEND, WA, KIWANIS CLUB

# Survivor's Summary: Supreme Sacrifice

By Paul A. Willis  
August 25, 1987

Good morning friends and visitors. I especially appreciate your presence this morning because you all have made the supreme sacrifice in being for breakfast at seven o'clock.

Normally this program would be presented on December 7th, to honor the men who sacrificed their lives for their country on this date. This is an important event, in San Diego, where services are conducted on an aircraft carrier attended by senior naval officers, mayors, and congressmen.

The tape that we will hear is used for presentation to high school history classes. History is important as a teaching aid for the future if we can benefit from the lessons learned from the past.

I would like to preface this program by telling you that war veterans are avid pacifists who have faced and survived the realities and horrors of war as no one else. The only difference between veteran pacifists and others is that our experience has taught us that the best way of avoiding war is by keeping strong. We believe the evidence of history clearly supports our belief.

After WWII, "The War to End All Wars," we and our allies permitted ourselves to become weak by limiting armaments and the peace only lasted 20 years.

Since WWII, by keeping strong and supporting our allies, not one ally has been attacked in 38 years although we have seen Russia invade Finland,

*Continued on Page 18*

Back at Haleiwa, the trio of Brown, Rogers and Dains arrived at about the same time as a solitary Val spotted the small strip and the scattered aircraft. The Val, on its way back north to the sanctuary of the Imperial Fleet, made just one strafing pass, damaging a single P-36 and one of the officers' cars.

The Haleiwa ground crew claimed credit for driving him off returning fire with the few small arms that were available as well as with one machine gun they had. Each of the three pilots got off individually but Rogers and Brown found each other over Kahuku Point after warily approaching each other suspecting the other to be the enemy.

After joining forces, the two Lieutenants spotted three or four Japanese aircraft below them, heading north. They immediately went into a wing-over and started a diving attack in trail. The targets turned out to be highly maneuverable Zeros.

*Continued on Page 28*



STAFFORD, VA — On a Sunday afternoon in late August, 40 Virginia Survivors and families gathered for a picnic and meeting at Turner Moore's (USS Cummings) estate on the banks of the Potomac River, 40 miles downstream from the nation's capital. The river is in the background.



## NEW MEMBERS

Fourth quarter of 1987 closed with many new members joining PHSA.

Congratulations to all who have helped this excellent increase in membership since the first quarter of 1987.

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

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

Mr. Ken Creese  
P.O. Box 4665  
Lancaster, CA 93539

Total new members this quarter . . . 18.

Total new members since 1/1/87 . . . 463.

Total membership . . . 9,792.

ANDERSON, Alfred Glen  
Elmira, OR 97437  
(Kaneohe NAS)

AMUNDSEN, Paul Daniel  
Seattle, WA 98125  
(USCG Taney)

COUGHENOWER, Keith R.  
Chicago, IL 60642  
(USS Selfridge)

BERNARD, Jack A.  
Phoenix, AZ 85015  
(USS Helena)

CONRY, Edwin LeRoy  
Seattle, WA 98117  
(USS Pennsylvania)

NELSON, William Herbert  
Anatone, WA 99401  
(USS Reid)

FLOYD, Melvin E.  
Oakland, CA 94621  
(USS Dewey)

HOMER, Harry A.  
Midland Park, NJ 07432  
(USS St. Louis)

O'HARA, Robert Samuel  
Seattle, WA 98106  
(USS Utah)

STEWART, Lee Roy  
St. Augustine Bch, FL 32084  
(USS Dobbin)

BURKE, Joseph M.  
Gig Harbor, WA 98335  
(USS Phoenix)

GABLE, Robert Morgan  
Philadelphia, PA 19137  
(35th Inf. Schofield Bks.)

MIKESELL, Duward Harry  
Campo, CA 92006  
(USS Honolulu)

CAMPBELL, Troy  
Issaquah, WA 98027  
(Fire Dept., Ft. Shafter)

HANSEN, Frederick William  
San Leandro, CA 94579  
(USS Phelps)

THOMAS, Wallace B.  
Boerne, TX 78006  
(86th Obs. Sq. Bellows Field)

COUTURE, Frederick Frank  
Ponte Vedra Bch, FL 32082  
(24th Mat. Sq., DS Bellows Field)

KIRKWOOD, James Robert  
Concord, CA 94521  
(Naval Rec. Stn, Pearl Harbor)

### 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.

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| BUMPER STICKERS . . . . .  | .50   |
| RUBBER STAMPS (PHSA Seal, 1 $\frac{3}{16}$ " diameter) . . . . .   | 4.50  |
| OFFICIAL PHSA FLAG . . . . .   | 45.00 |
| GOLD DECAL . . . . .   | .50   |
| GOLD EMBROIDERED EMBLEM . . . . .  | 1.50  |

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

## Survivor's Summary . . .

Continued from Page 17

Czechoslovakia, Hungary, Poland, and more recently, Afghanistan.

We feel we have a debt to those who died; an obligation to those who live, and a responsibility to keep strong in the future.

If our peace movements could bring their message to the streets of Russia, could march openly through the Berlin Wall, or stop Russia from slaughtering the people of Afghanistan and

ship their children to Russia, I would be the first to march with them. However, when their activities threaten our determination to be free and our strength to resist aggression, it scares the hell out of me.

Our subject this morning concerns one of our nation's most disastrous defeats: at Pearl Harbor, on December 7, 1941; and one of our most important victories at the Battle of Midway in June 1942, that prevented an in-

vasion of Hawaii and the West Coast of the U.S. I speak from personal knowledge of these events since I served in the Flag Office of Admiral Kimmel as an enlisted man, and later, as an officer in charge of Admiral Nimitz's Flag Office until the end of WWII.

Let's examine the circumstances of the U.S. and Japan leading up to the Japanese attack on Pearl Harbor. The League of Nations was made up of all major powers and was designed to maintain peace by limiting armaments.

All nations were complying except for Germany and Japan. Churchill was bitterly attacked as Chamberlain sacrificed Eng-

land in seeking peace. A congressional act of 1934, authorized building the U.S. fleet up to treaty strength. In 1938, a second act authorized a billion dollars for a two-ocean navy.

In 1939, President Roosevelt ordered that lighter naval units be shifted to Pearl Harbor. In April, 1940, the transfer of all units was made to Pearl Harbor. Admiral J. O. Richardson, commander in chief of the U.S. fleet at Pearl, requested that the President return major naval units to the West Coast as Pearl Harbor was "untenable." His request was refused and he was replaced with Rear Adm. H. E. Kimmel, a junior commander of a cruiser division.

## 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. Ken Creese, P.O. Box 4665, Lancaster CA 93539. 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.



# PHSA Members Mark Wedding Anniversaries

## 65th Anniversary

James D. (Wheeler Field) and Ruth K. Campbell II, 1045 Sunset Dr., Blue Bell, PA 19422 — January 3, 1988.

## 50th Anniversary

Aubrey (Magnetic Survey Ranges) and Lois Cox, 1512 Wynwood Dr., Corpus Christi, TX 78415 — January 5, 1988.

## 45th Anniversary

Charles H. (USS Dale) and Charlotte Abrams, 61 Abrams Rd. SE, Silver Creek, GA 30173 — December 16, 1987.

Edward (CINCUS, Submarine Base) and Zophia Szwab, P.O. Box 177, Lafferty, OH 43951 — November 21, 1987.

Charles (13th F/A Schofield Bks.) and Ange Hornyak, 11200 102nd, Seminole, FL — January 14, 1988.

James (27th Inf. Schofield Bks.) and Helen Crocker, 10297 112th St. North, Seminole, FL 34642 — January 9, 1988.

James (3rd Def. Bn. USMC) and Yvonne Laney, 647 Clements Rd. NE, Adairsville, GA 30103 — November 27, 1987.

Gerald (Jerry) (USS San Francisco) and Jean L. Glaubitz, 4507 Maple Rd., Morningside, MD 20746 — December 23, 1987.

Since the war clouds were gathering over the Pacific, Admiral Kimmel embarked on a strenuous program to bring the Pacific Fleet to a wartime basis. We were operating at sea for weeks and finally had to return to port to put the flagship *USS Pennsylvania* in dry dock and replenish the fleet. On the President's direction, we had no other place to go. Admiral Kimmel requested a wider surveillance by our PBY flying boats and submarines, all refused.

Sunday morning our fleet at rest with a mini-crew of at least one-fourth aboard with the capability getting the ships underway and manning enough armament to cope with emergencies.

James L. (USS Arizona) and Rita Forbis, 5509 Alicante Lane, Louisville, KY 40272 — December 16, 1987.

Frank C. (42nd Bomb Sq. Hickam Field) and Iola J. Sloboda, 15 Robinson St., Saugerties, NY 12477 — December 5, 1987.

Donald (USS California) and Mary Kramer, 41 Homestead Dr., Youngstown, OH 44512 — March 8 1988.

Joseph (Ski) (NAS Kaneohe Bay) and Rose Machczynski, 3139 Dallas, Dearborn, MI — March 8, 1988.

George B. (Hickam Field) and Beatrice C. Mooney, 2473 Vista Del Lago Dr., Valley Springs, CA 95252 — December 26, 1987.

Raymond (USS California) and Helen Kuhlrow, 6430 Herperia Ave., Reseda, CA 91335 — February 18, 1988.

Lonzo W. (Wheeler Field) and Jane Reinshell, 893 Meadow Lane, Troy, OH 45373 — September 26, 1987.

Rudolph (USS Dobbin) and Shirley Frey, 13/15 Morden St., Cammeray N.S.W., Australia — February 24, 1988.

Charles C. (USS Detroit) and Adele Rice, 5 Beech St., Hudson Falls, NY 12839 — January 4, 1988.

## 40th Anniversary

Theodore C. (52 Field Art., Schofield Bks.) and Mary E. Opfer, R.D. #1, Box 296A, Finleyville, PA — December 11, 1987.

Fred (USS Avocett) and Dorothy L. Morrissey, 30 Cedar St., Cranston, RI 02910 — October 18, 1987.

Franklin J. (USS San Francisco) and Ferba J. Weitzel, 16222 Montereau Ln. #4, Huntington Beach, CA 92649 — August 9, 1987.

Warren S. (USS Nevada) and Mae L. Hage, Box 557, Twin Island Estates, Blue Eye, MO 65611 — March 21, 1988.

John W. (35th Inf. Schofield Bks.) and Roberta R. Horn, 7636 Huntington Drive C, Youngston, OH 44512 — March 21, 1988.

Edward W. (USS California) and Edna L. Jones, 4741 Meadowdale St., Metairie, LA 70006 — December 27, 1987.

Frank W. (USS Tangier) and Frances Phelps, 2019 Union St., Collinsville, OK 74021 — December 14, 1987.

Harold (USS Medusa) and Nicki Hopper, P.O. Box 245, Haines, AK 99827 — December 27, 1987.

## 35th Anniversary

Earl T. (Duke) (CO M, 35th Inf., Schofield Bks.) and Mildred K. (Sue) Radar, 8738 134th St. N., Seminole, FL 34646 — February 7, 1988.

## DISTRICT EIGHT CONVENTION

Bay Patriots Chapter of Massachusetts will host the Eighth District Convention April 15-17, 1988, on the *USS Massachusetts* in Battleship Cove, Fall River, Massachusetts.

Make reservations at the Fall River Inn (617-676-1991). Rooms are \$52.00 per night and include breakfast on Saturday and Sunday mornings — juice, eggs, sausage, toast, and coffee or tea.

### Schedule will include:

**Saturday, April 16:** Flag Raising ceremony; tour of the *USS Massachusetts* and Battleship Cove area; business meeting on board *USS Massachusetts*; and a banquet at the Fall River Inn.

**Sunday, April 17:** Luncheon and regular Chapter meeting on board the *USS Massachusetts*.

**Prices:** Banquet \$9.50 per person, Sunday luncheon \$7.00. Saturday lunch on *USS Massachusetts* to be billed to individuals.

For additional information contact Chapter President Charles A. Toohey, 16 Roseen Ave., Weymouth, MA 02188 (617-335-4664).

Most of the ships were preparing for church services. During the attack, I looked out and watched over 3,500 of my friends and shipmates being killed or injured. Every effort was made by our men to fight back with whatever was available. There were no cowards at Pearl Harbor.

Admiral Chester W. Nimitz, relief for Admiral Husband E. Kimmel, arrived aboard a Catalina flying boat from the States,

on December 25, and apologized to the crew for taking them away from home on Christmas. He was taken to the submarine base by a 26-foot motor whale boat through waters that were still full of oil and floating bloated bodies.

Admiral Nimitz sympathized with Admiral Kimmel and told him he was faultless and that in retrospect, it was a blessing that the fleet hadn't been caught at sea where all the valuable

trained men that manned the repaired old and new ships would have been lost.

Turning to Japan, Japan's efforts, prior to WWII, might well be labeled "the Quest for Supremacy." They considered this quest as of divine origin and destiny to dominate Eastern Asia.

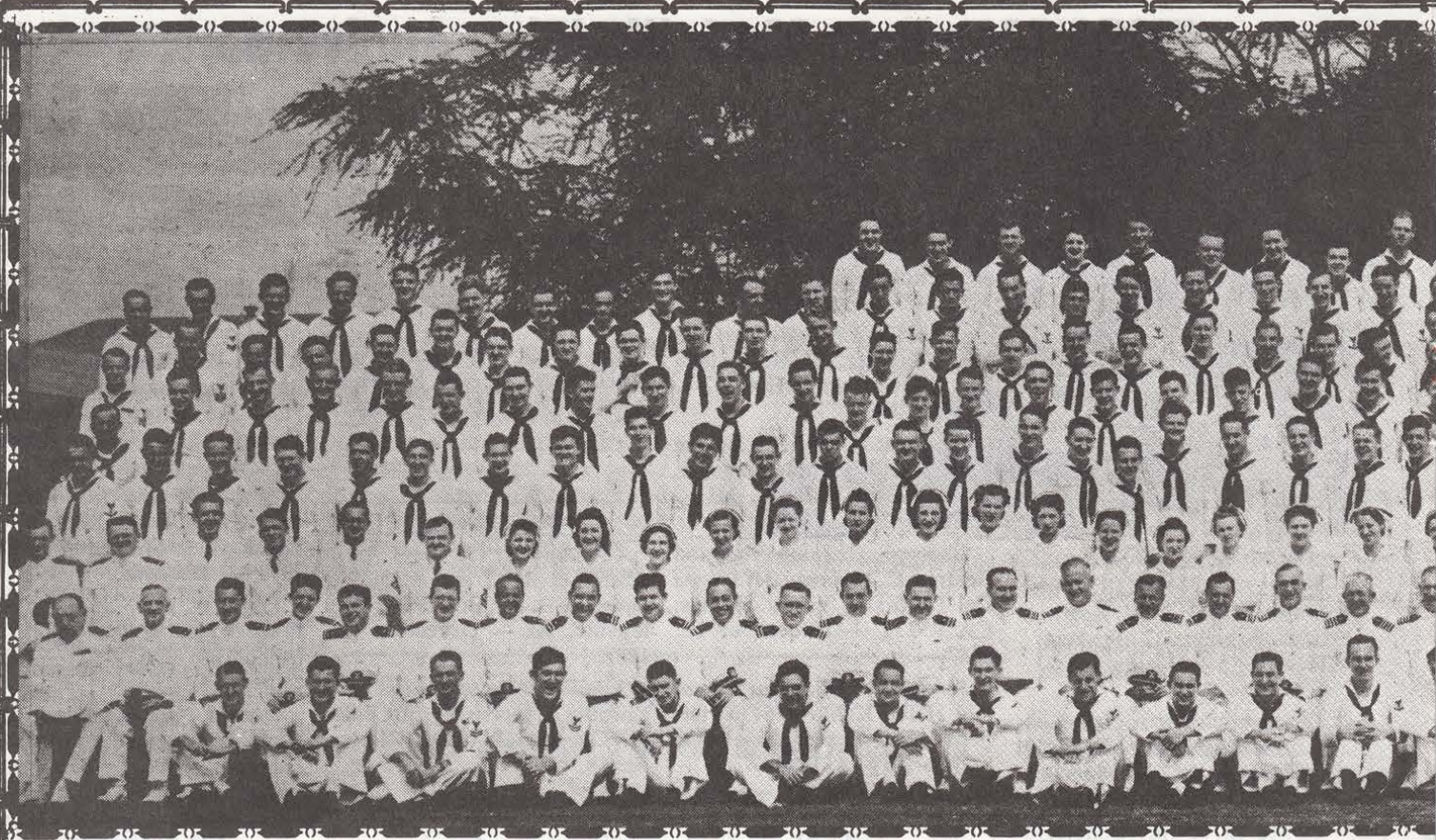
In the 1930s, when Japan sought to control and provide the leadership in Eastern Asia, they found themselves opposed by Britain, France, the Netherlands, and the U.S. These territories contained all the raw materials Japan needed to be self sufficient and not dependent on the white nations.

In Sept. 1939, when war broke out in Europe, Japan declared its neutrality but the invasion of France and threat to Britain by the Germans left only the U.S.A. to stand in her way.

The fall of France caused the U.S. to panic and measures

*Continued on Page 27*





Taken Late No

# U.S. Naval Hospital

Reprinted from  
The Steuben News

Ten days before Pearl Harbor, on November 26, 1941, Secretary of State Cordell Hull, representing the President of the United States, Franklin D. Roosevelt, delivered to the Japanese the secret, unconstitutional, inflammatory war ultimatum demanding that the Japanese pull out of China, Indo-China, Southern Manchuria and to break off relations with Germany.

It has taken 45 years to dig up and expose this carefully hidden, agonizing, infamous ultimatum to force the Japanese to attack the United States.

According to Secretary of War Henry Stimson, who wrote in his diary, this idea had been fermenting for some time, because as early as October 16,

1941, after a meeting with President Roosevelt, Stimson recorded:

*"We face the delicate question of the diplomatic fencing to be done so as to be sure that Japan is put into the wrong and makes the first bad move — overt move."*

After a meeting between Stimson, Secretary of State Cordell Hull and Secretary of the Navy Frank Knox, on November 25, one day prior to the delivery of the ultimatum by Hull to the Japanese Ambassador, Stimson again wrote in his diary about the ultimatum:

*"It adequately safeguarded all our interests . . . but I don't think there is a chance of the Japanese accepting it, because it was so drastic."*

On December 1, Stimson wrote again in his diary:

*"The question was, how we should maneuver them into the position of firing the first shot without allowing too much danger to ourselves. It was a difficult proposition."*

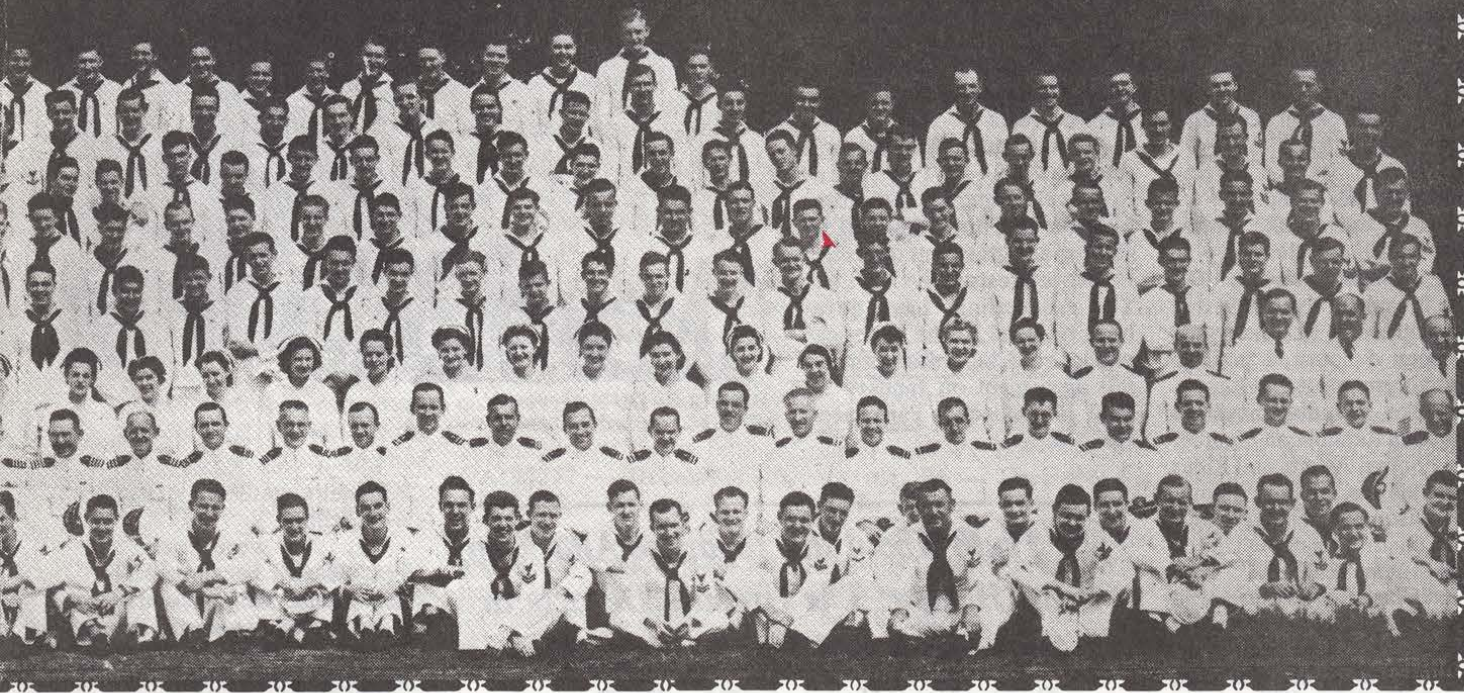
Why was President Roosevelt so determined to force Japan into war with the United States? Because he wanted to get into war with Germany and into World War II and he knew positively that Congress would not vote to get into another European war unless we were attacked, even though he had almost a 100 Democratic majority.

In the 1940 Democratic convention, his party had unani-

## My 98th Birthday People on S



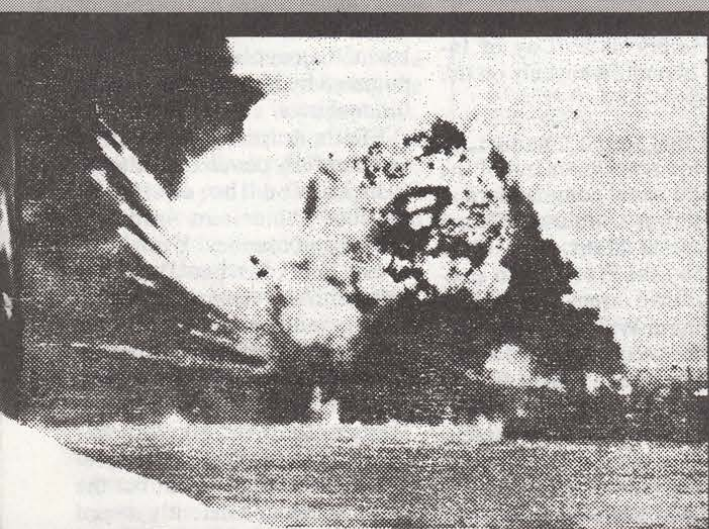




November, 1941

## Pearl Harbor, T.H.

Day Gift to the American  
Sunday, Dec. 7th, 1986



mously adopted a peace platform opposing our entrance into any foreign wars unless attacked.

Roosevelt was so determined, due to his lust for power, to get into the European war that he even ordered the United States Navy to attack German submarines in the Atlantic at least two months prior to the Pearl Harbor attack. When that failed, FDR made a nationally broadcasted assertion that German submarines had attacked our destroyers.

The Senate Committee on Naval Affairs, headed by Democrat Senator David Walsh, from

Massachusetts, investigated his claim and found it to be false. The truth, the committee learned, was that the SS *Kearney* had dropped depth bombs on the German submarine which then fired back.

FDR was so upset that he did his utmost to discredit the popular Senator in the most contemptible manner. But the President was forced to realize that there was no other way to get Congress to vote for war with Germany unless we were attacked first by a German ally. That one nation was Japan.

The only possible way for FDR to involve the United States into World War II was to force Japan to attack us and in order to do so, it had to be done in total and absolute secrecy so that no member of Congress would have any knowledge of it.

*Continued on Page 22*



## My 98th Birthday Gift . . .

Continued from Page 21

The President realized that under no circumstances must anyone outside his six-man war committee know of this infamy against the United States because they were committing the serious act of treason according to our Constitution.

The United States Constitution defines this crime:

"Treason against the United States shall consist only in *levying war against them . . .*"

The President also knew that if the truth came out, he would have been denounced in Congress by Democrats and Republicans alike, including myself as the ranking Republican Member of the Foreign Affairs and Rules Committee, as having committed a treasonable act in defiance of the Constitution of the United States of America.

Even Clara Booth Luce, who served with me in Congress and later was our Ambassador to Italy, was right when she said, "President Franklin D. Roosevelt tricked and lied us into war with Japan in order to get us into war with Germany through the back door."

I admit, as one who led the fight to keep from getting into war for three years, that if the truth of his betrayal had become known to Congress, I myself would have proposed to have him impeached. But unfortunately, no member of Congress knew of the tragic war ultimatum and I and all the other members of the House of Representatives, except one, voted for war on Monday, December 8, 1941.

Once war was declared, as it was virtually unanimously by the deceived Congress, no one ever would have dared to criticize the President or in any way interfere with winning the war. And that is one of the main reasons the truth was covered up so successfully for so many years and why Pearl Harbor was attacked.

During one of the later hearings on Pearl Harbor by a Senate Investigation Committee, Senator Ferguson asked General Marshall about a meeting he attended at the White House on September 25, 1941, where the main issue was how to maneuver,

goad and incite Japan into firing the first shot. Marshall admitted being present at that particular meeting and that Secretary of War Stimson's recollection as stated in his diary were correct.

At the Atlantic Conference in August 1941. President Roosevelt conferred with Prime Minister Winston Churchill regarding an agreement to protect British interests in the Far East. The proceedings have never been released to the American public, but Churchill confirmed this agreement on January 27, 1942, in a speech in Parliament. He said:

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### *The Truth About the Japanese Attack on Pearl Harbor; The Greatest Debacle in American Naval History Has Taken Forty-Five Years to Finally Prove.*

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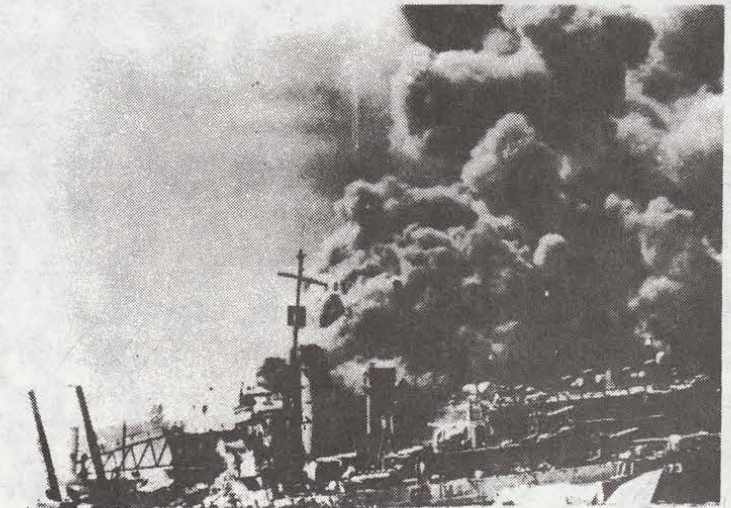
"... the probability since the Atlantic Conference at which I discussed these matters with President Roosevelt, that the United States, even if not herself attacked, would come into the war in the Far East and then make victory sure, seems to allay some of the anxiety."

Sir Oliver Lyttleton, one of Churchill's cabinet ministers, during a speech before the American Chamber of Commerce in London, 1944, let the cat out of the bag:

"Japan was provoked into attacking the Americans at Pearl Harbor . . . It is a travesty on history to ever say American was forced into the war."

Senator Hiram Johnson, former governor of California, was prophetic when he said, "I want to do everything within my power to keep this country out of war, but I believe there are people in high places in government who will trick the American people into war."

This is exactly what Roosevelt did by provoking and forcing Japan into war in defiance of the Congress, the Constitution, and the people. This



USS Shaw DD-373 blowing up in floating dry dock Dec. 7, 1941.

But it was Admiral H. E. Kimmel's statements that are most telling:

"... we were unready at Pearl Harbor because of President Roosevelt's plans that no word be sent to alert the fleet at Hawaii . . . and that the individuals in high positions in Washington . . . should never be excused."

Both Kimmel and Short repeatedly requested a court martial but were denied the right to a military trial. The administration knew that in an impartial court martial both officers would subpoena witnesses and cross examine them and that the whole truth about the war ultimatum would be exposed.

The American people are entitled to know the truth that FDR conspired to commit treason and levied war against the United States in violation of our Constitution, the highest law of the country, which he repudiated by his secret unconstitutional acts.

FDR's drastic, inflammatory and carefully covered up ultimatum caused the deaths of 300,000 American soldiers, sailors and marines. Even now, every Pearl Harbor Day, December 7th, American newspapers editorially denounce Japan or its emperor Hirohito for provoking and causing the terrible destruction at Pearl Harbor. Emperor Hirohito has been falsely blamed for being responsible for the attack, but the truth is he consistently urged peace by diplomacy and offered unprecedented concessions.

masterful politician than joined in a consortium of silence to cover up the very existence of this drastic war ultimatum so that today very few Americans have ever heard of it.

It was an immoral and infamous act that was covered up as expertly as Lenin or Stalin could have done. FDR, shrewd and astute, covered his tracks by shouting from the housetops and denouncing the attack on Pearl Harbor as a "Day of Infamy," blaming it entirely on the Japanese.

As if that weren't enough, he also made scapegoats out of the army and naval commanders at Pearl Harbor, Admiral Kimmel and General Short, who were blamed by the President to cover up his own direct responsibility. Admiral William F. Halsey, one of the greatest heroes of the war, had the extraordinary courage to publicly defend them by saying that they were "splendid officers who were thrown to the wolves as scapegoats for something over which they had no control . . . They are our outstanding military martyrs."



This was verified by our Ambassador in Tokyo who described the mperor's direct appeals for peace, but Roosevelt and Hull refused to negotiate and rejected them by sending the November 26 ultimatum.

There is an old Latin proverb: Veritas magna est et praevelibit — the truth is mighty and will prevail.

The following is taken from "Final Installment," by Rear Admiral Robert E. Theobald, USN (Ret.): "... The evidence shows how surely the President moved toward war after June, 1940. His conversation with Admiral Richardson in October, 1940, indicated his conviction that it would be impossible without a stunning incident to obtain a declaration of war from Congress. Everything that happened in Washington on Saturday and Sunday, December 6 and 7, supports the belief that President Roosevelt had directed that no message be sent to the Hawaiian commanders before noon on Sunday, Washington time.

Thus, by holding a weak Pacific Fleet in Hawaii as an invitation to a surprise attack, and by denying the commander of that

fleet the information which might cause him to render that attack impossible, President Roosevelt brought war to the United States on December 7, 1941."

I have written this article, based on extensive investigation of the truth and it is my gift to the American people regardless of partisanship. Its main objective is to establish, for all time, that Congress has the sole right to declare war. I speak on that issue with probably more right than any other American, as a leader in the Congress against being involved in World War II, in which we lost 300,000 killed, 700,000 wounded and cost 200 billion dollars, which we are still paying for.

In spite of fighting for freedom and democracy, the war ended at the Yalta Conference by creating the communist empire that destroyed freedom and democracy and caused death and terrorism throughout half the world.

In conclusion I want to make it clear, as a past national commander of the American Legion, that our soldiers were killed fighting for freedom and democracy during our war with Japan and with Germany and Italy.

I am sending copies of this statement at my own expense, to the press, including magazines and also to important newspapers in a number of the nations involved in World War II. The full and much more detailed report on how we were tricked and lied into war will be contained in my memoirs, which will be published in the coming year, based on the statement of the great Theodore Roosevelt:

"To announce that there must be no criticism of the President, right or wrong, is not only unpatriotic and servile, but it is morally treasonable to the American people. Nothing but the truth should be spoken about him or anyone else. But it is even more important to tell the truth, pleasant or unpleasant, about him than anyone else."

Nearly a full year prior to the attack on Pearl Harbor, on Jan. 31, 1941, Henry N. MacCracken, then the president of Vassar College which is located in FDR's home county of Dutchess, NY, stated:

"There is a gigantic conspiracy to get the United States into the war . . . Not a war of defense, but a war of invasion of Europe."

Of all the statements recently published in the *Newburgh Evening News* concerning my offer of \$500 to anyone who could prove that FDR did not send a secret, inflammatory war ultimatum to Japan 10 days before Pearl Harbor, I particularly appreciated one answer which said: "Let our students whose high school texts reek with the fraudulent history of the FDR era rip out the apocryphal chapters and sew in the *Evening News* letters of Ham Fish. Although Ham has thus far only bared half the truth about the

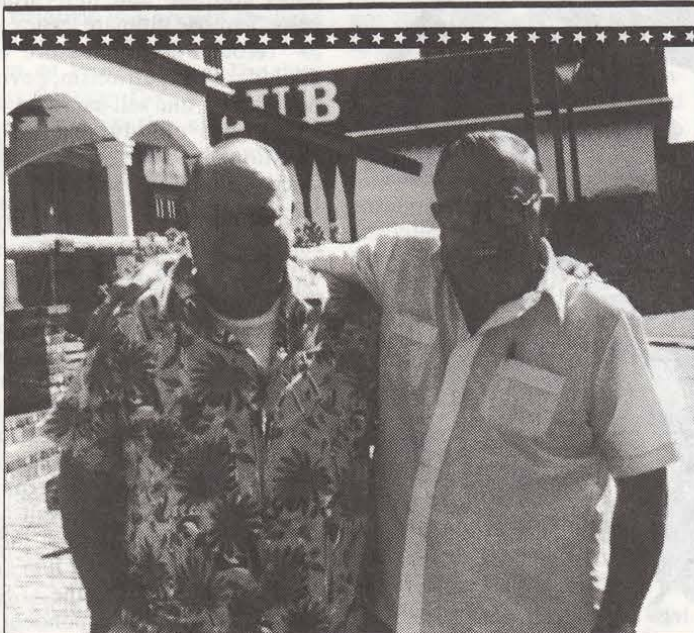
FDR-contrived 1940-45 slaughter of many millions, he was among the first to crack open Pandora's box of textbook prevarication. He has blazed the path so that historians to follow may flesh out the truth about this vain, blood-dripping war, incited largely to enrich armament speculators and pro-British elements."

My offer of \$500 to anyone who could definitely prove that FDR was opposed to sending the unconstitutional, secret war ultimatum 10 days before Pearl Harbor, was never even challenged. Therefore, I have sent my check for \$500 to the Castle Point Veterans of World War II, Korea and Vietnam.

I believe 100 percent in the freedom of speech for every American under the Constitution, I feel just as strongly that a repudiation of the War Powers of Congress by the President is treason against not only the members of Congress but also of the American people.

Hamilton Fish, L.L.D.  
Member of Congress 1920-45

P.S. Toward the end of the war, Prime Minister Winston Churchill was asked by President Roosevelt what to call it and he said, "The Unnecessary War." Later Churchill again referred to it as the "unnecessary war" and admitted he could have made favorable peace terms with Hitler by agreeing not to interfere if the Nazis invaded the Soviet Union in exchange for the withdrawal of German troops from the allied nations. Even President Truman approved and naturally, all people would have welcomed the death of these two megalomaniac dictators and the eventual total destruction of Nazism and Communism.



Bill Colgrove and Kenneth Linzenmeyer (right) met in Laughlin, NV. They were shipmates on the USS Selfridge on December 7, 1941. They had not seen each other in 40 years until they met a few years ago, and now meet occasionally at such places as Laughlin. Bill lives in Riviera, AZ, and Kenneth lives in Norwalk, CA.

#### FIFTH DISTRICT CONVENTION

The 1988 Fifth District Convention will be held in Rockford, IL, June 24-26, 1988. Headquarters will be at the Howard Johnson Convention Center, 3909 11th St., (Il 251) Rockford, IL 61109.

All correspondence about the convention should be sent to G. W. (Bill) Foster, Illinois Chapter One President, 413 Robert Ave., Rockford, IL 61107, (815) 399-3288.



# IWO JIMA: LEGACY OF VALOR

By Bill D. Ross

Vintage Books

1986, 380 pp., \$9.95

On 19 February 1945, some 75,000 Marines began a 36-day assault against an estimated 22,000 Japanese defending the front door to their homeland — Iwo Jima, the most heavily fortified piece of real estate in the world.

As a 23-year-old Marine sergeant who served as a combat correspondent on Iwo Jima, Bill Ross bore witness to the bloodiest battle ever fought in the history of the Marines. It is a brutal, brave story filled with heroism as well as horror.

Iwo Jima was a bastion of Japanese strength, an island of volcanic origin whose geological formations made possible a complex system of underground defenses for its 22,000-member garrison of Japanese soldiers.

Ross traces the history of the Pacific in late 1944 and early '45, analyzing the unique importance of the tiny, ugly island to the war's overall strategy. He reveals the battle not only from the Marine viewpoint, but also from the perspectives of the U.S. Navy and the Japanese. He includes an entire chapter on Marine training in World War II, which suggests how the special esprit de corps was instilled.

During the first three days of the invasion, the number of casualties was suppressed from news accounts; it exceeded that of the invasion of Normandy. The Navy lost more ships and men before noon of the first day at Iwo than on D-day in Europe.

The Marines had to fight a two-front battle with the Hearst, McCormick and Patterson newspapers attacking from the rear. William Randolph Hearst opened a campaign in his newspapers advocating the appointment of General Douglas MacArthur as supreme commander in the Pacific over Admiral Chester Nimitz, who directed the Iwo Jima campaign.

In a major two-week battle to wrest the center from the

enemy, the U.S. Forces suffered a casualty every 90 seconds. It was a total loss of 25,851 Americans, most in their teens or early 20s — the worst American since Gettysburg.

Lt. Jack Lummus lost both

legs in an explosion. "The men could see Lummus when the debris settled. 'We thought he was standing in a hole,' one of them said. A land mine had blown off his legs. On bloody stumps, the lieutenant waved and shouted,

'Keep coming! God dammit, keep coming! Don't stop now!'" He died within hours.

The U.S. granted 353 Medals of Honor during the entire five-year course of World War II. In a little more than a month, 27 of those medals went to men on Iwo Jima.

Iwo Jima gave the U.S. a forward airbase at the front door of the Japanese homeland that cleared the way for and made feasible the dropping of the atomic bombs on Hiroshima and Nagasaki. Iwo's conquest was also the stage for constant conflicts and high drama among the commanders who planned and led the invasion, and a military classic of shrewd and tenacious resistance by a cunning and dedicated Japanese general and his suicidally loyal forces.

As with most bloody military operations, questions persist about the human cost of Iwo Jima and its strategic worth. But the fact remains, says Ross, that Iwo Jima was "a landmark of mass courage and individual valor," whose ultimate legacy is to "refocus some measure of thinking about patriotism, devotion to duty, and self-sacrifice — sometimes cloudy and even questionable virtues in minds since Korea and Vietnam."

The author saw action on Iwo Jima as a combat correspondent. After an additional six months volunteer duty in North China, he joined the Associated Press in Washington. Sent to Korea in 1950, by the A.P., he landed with the first wave of Marines at Inchon. Since then, he has written for several metropolitan dailies and numerous national magazines, as well as for television and motion pictures. *Iwo Jima* brought him an Award of Merit from the U.S. Marine Corps Correspondents Association and the Corps' prestigious Denig Award. He is at work on a book about war correspondents and photographers. He lives in New Jersey.







**BO WILSON NEBRASKA CHAPTER**  
Summer Picnic — Seward, NE — July 25, 1987

Left to right: Seated — K. Wells, L. Sines, B. Amgwert, E. Boyar, H. Mattner, T. Kozel, R. Hillman. Kneeling — W. Einspahr, J. Horsak, D. Haas, L. Higgins, E. Burn, C. Pesek, J. Lightcap, J. Smith. Standing — G. Eckerson, E. Guthrie, E. Chudly, E. Case, L. Osterbuhr, R. Theobald, W. Barsell, G. Dittmar, G. Green, R. Naslund, T. Brennan, R. Kemper, M. Barker, G. Burrell.

## SLOWLY PASSING BITTERNESS

Reprinted from  
El Paso Herald Post  
By Charles Edgren

Boatswain's Mate 2nd Class Lester Peterson, 24, was sorting mail for Pan American Airlines' flying boat, which was due in later that day.

Peterson was aboard the light cruiser *USS Raleigh*. It was 7:55 a.m. at Pearl Harbor. The date was Sunday, Dec. 7, 1941.

"I was in the ship's post office, hand-cancelling mail to put on the *China Clipper*," Peterson, now 69, recalled Friday.

"A torpedo hit the ship under me and a little bit aft. When the torpedo hit, I figured it was a boiler explosion; we had no idea of war coming to Pearl Harbor."

But it was war, a Japanese sneak attack on America's Pacific naval bastion that pushed this country into World War II. Approximately 360 Japanese planes from a 33-ship fleet conducted a two-hour assault on Pearl Harbor naval base, Hickam Field and associated facilities.

The U.S. Pacific Fleet lost eight battleships, three light cruisers, three destroyers, four other vessels and about 170 aircraft.

"I didn't know it was war until I came up through the hatch on my way to battle station, a 3-inch anti-aircraft gun," Peterson said. "A Japanese plane was flying by, stern to bow. It had dropped its bombs or torpedoes and was strafing. I ducked till it got past; it looked like it was firing straight at me."

Peterson said his ship was later hit by a bomb that penetrated the deck, clipped a live ammo box, traversed a living compartment and engineering section, barely missed the 5,000-gallon gasoline tank, and then went through the bottom of the ship before exploding.

"Only six men were injured, none were killed," he said. "It was a miracle."

The *Raleigh* was anchored about 50 feet in front of the *Utah*, Peterson said, an old battleship that had been converted into a target ship.

"*Utah* took a couple or three torpedoes," Peterson said. "It rolled over. Later, someone on the stern of our ship heard tapping in the hull of the *Utah*. One of our shipfitters went over with a welder and cut a hole in the bottom of the *Utah*, and a crewman crawled out. He would have been trapped.

"Every year we have a *Raleigh* reunion and that *Utah* crewman is always a guest."

Peterson and the *Raleigh* returned to Mare Island in San Francisco before being sent back to the South Pacific. Later, the *Raleigh* participated in operations in the Aleutian Islands. Peterson stayed in the Navy, retiring as a chief warrant officer after 30 years.

He then worked as port director in Santa Cruz, California and as deputy harbor master in Milwaukee before he and his wife came to El Paso about four years ago.

"That was 45 years ago,"

Peterson said. "I was angry . . . that's the only way I can describe it. We were mad, everyone was."

"In later years I was a harbor pilot. I've piloted Japanese ships, I've met and talked with Japanese captains who had their ships sunk out from under them. It's interesting.

"The bitterness passes slowly."

**Les and Arlene  
Echelberger of  
Chico, CA Chapter 25  
support the Gram**

### MAILING NOTICE

"If you have moved and your **GRAM** was not forwarded to you, please write the Editor and enclose 88 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 out a request for change of address, you guarantee to pay forwarding postage.

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

Wally Kampney,  
National Treasurer



### Late Note From The Editor

In the October issue of the *Gram*, on page 37, in the bottom right-hand corner, "Appointment Resolutions and By-Laws Committee," we put John N. Delia Sr., Hickam Field. Although he has respect for the Army Air Force, he prefers that we show his actual activity which was U.S. Navy YSD-19, at the Ford Island Boathouse. Our sincere apologies.

In the article next to the above, we stated that Senator Bob Martin is the brother of Clark Martin of PHSA #3, of Virginia. We should have stated that he was the brother of J. C. Martin of PHSA #3.



## Navy In Trouble . . .

Continued from Page 15

*The capability to protect human beings against violence.*

Let the families and loved ones of the casualties of the attack on the *USS Stark* take note. In no other area has the performance of the operational, material, and medical leaders of the United States Navy been so "unwarlike."

A moment should be taken here to comprehend some of the hazards to human beings and human performance in a surface warship in the violence of battle.

Understand first that adding one man to the crew of a modern warship enormously increases the marginal cost of building and operating the ship; as a result, crew sizes are designed as small as possible. Thus, every man's mental and physical competence at his station becomes nearly indispensable, particularly in battle. Nevertheless, human capabilities are the most vulnerable — the most sensitive to violence — of all critical resources in any ship. Consider the following:

A ship with all its watertight doors and hatches tightly closed, as they are for battle, isolates its crew into small groups, some comprising no more than one person. Internal communication becomes difficult and easily disrupted. Hot spaces and poor ventilation can foster claustrophobia, and fatigue can be greatly aggravated.

If the ship is hit by a major weapon, or even shaken by a near miss, the instantaneous effect will be severe physical shock. A large ship may be picked up and shaken like a small toy. Everything on board that is unsecured, regardless of how heavy, will be picked up and smashed down again. People will be thrown violently against sharp structures. The structure of the ship itself will be torn and twisted like cardboard. Loose deck plates and gratings will become huge knives. Tools and equipment will be scattered and smashed.

The most devastating next consequence will be fire. An all-metal ship contains astonishing quantities of burnable materials: lubricating oils, jet fuels, hyd-

raulic fluids, paints, plastics, furniture, paper, rope, clothing, bedding, munitions, explosive gases, and unburned propellents from the striking weapons themselves. Initial flash effects will instantly sear and destroy exposed skin. Decks, bulkheads, and overheads will turn red hot.

Soviet emphasis on covert strike team (*spetsnaz*) operations, the new potentials of terrorist activities, and the widespread availability of scuba equipment with rebreathers, all combine to escalate the dangers to ships in port. Our warships are in port far more than they are at sea, and they must be able to use port facilities in foreign nations for repair, replenishment, and occasional rest and recreation for their crews.

### Degraded Capabilities

The following observations, all of which concern human performance, describe typical degradations that currently limit the ability of U.S. warships to cope with the challenges of violent combat. These findings may come across to some readers as "Navy-bashing," unnecessarily destructive and unhelpful. Such is the opposite of their intent.

whose movements are operationally constrained. The latter include amphibious assault units, convoys loading, unloading and enroute, units conducting underway replenishment, carriers conducting flight operations, ships in ports and channels, and prepositioned resupply units. Even the threat of chemical warfare would substantially change the way our ships are operated at sea by severely aggravating human exhaustion. At very high heat, aluminum becomes highly flammable by itself, and aluminum in conjunction with steel products "thermit" chemical reactions capable of burning all the way through the bottom of a ship. Heavy smoke will destroy lungs as well as vision. Fire will destroy not only structures, weapons, equipment, and people, but the very tools needed to fight fire

Ralph (Zeke) Essick  
USS Whitney (AD-4)  
15402 Pennington Rd.  
Tampa, FL 33624



Planes and hangars at the Ford Island Naval Air Station go up in flame and force of the blast in the background billows a United States flag. Despite the H. L. Young, landing at Ford Island on a routine flight from the carrier E

itself.

Massive explosions and fires, will always be accompanied by impacts that destroy human minds and wills; escaping live steam, overwhelming noise, total darkness, suffocation, electrocution, and the sights, sounds and smells of terrible wounds and death.

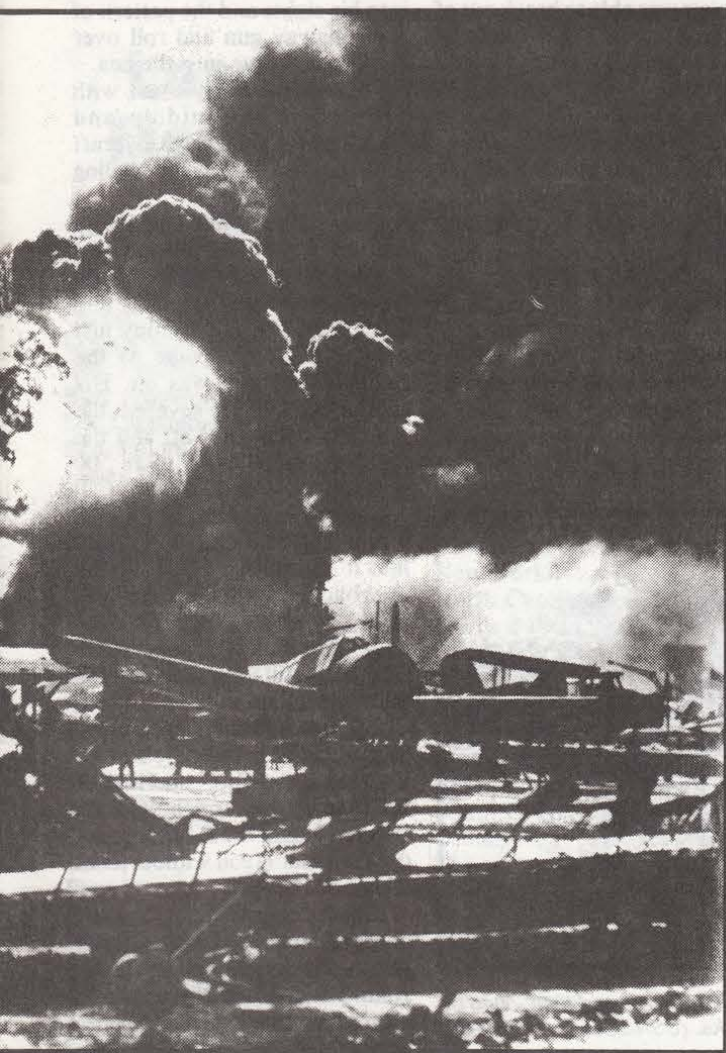
And always, of course, there will be the ocean; the monstrous forces of water, the nearness of drowning even on board. And all the things that men need to do in ships in battle must often be done in tropical heat or arctic ice, in fog and in storm, in ships severely pitching, rolling, and heeling, and potentially in gases from toxic weapons or contamination from nuclear radiation.

Now how does the Navy protect its shipboard sailors in conditions of severe stress and extreme violence?

The fleet routinely clothes its fighting men in ludicrous "combat uniforms" by telling them that when fighting is imminent they should tuck their pants into their socks, button their collars, and put on discarded army steel helmets that were designed to divert rifle bullets. Short sleeves are still the rule on board ship, the lessons learned early in WWII about flash burns having long been discarded. Officers' and Chief Petty Officers' uniforms are not only short-sleeved, but largely made of polyester fabrics which adhere to the skin under high heat.

Continued on Page 35





Smoke as the attack continues. A wind sock, at left, hangs limp, but the damage, ground defenses swung swiftly into action; Navy Commander [unclear], taxied in with American bullet holes in his wings.

## Commanding Officer of *USS Helena* Congratulates Crew

*U.S.S. Helena*

December 11, 1941

*To the officers and crew of the USS Helena.*

I want to take advantage of a little lull, after the treacherous attack of Sunday morning, to express my gratitude to all my shipmates for the magnificent manner in which each of you, to the last man, upheld the traditions of the Navy on that historical occasion.

The Japanese, while hiding behind a peace mission in Washington, cowardly sneaked the first blow by striking us with bomb and torpedo before the battle was on. But this was their last blow at the *Helena*. Our guns were in action so quickly and so furiously, they didn't any longer have the guts to face the music. Many subsequent attacks occurred over a three-hour period, but when confronted with the concentrated barrage of the *Helena*, the pilots were observed to turn away or fly so high their bombing was inaccurate. This prompt and decisive action, on your part, prevented the destruction of your own ship and also assisted to the maximum degree in the preservation of other ships and

objectives.

Every man did the right job at the right time. The machinery clicked throughout the engagement, and subsequent analyses fail to reveal a single mistake made. Every man stood unflinchingly by his station. Our engineers kept us in power for our guns; our damage control kept our ship machinery intact; our lookouts and bridge details kept the Japanese planes spotted; and our gunners stood by their guns as veterans. In spite of early serious material casualties and the loss of many ship mates, our fire was continuous and decisive.

Instances of personal courage are too great to enumerate here. Let it suffice that the *Helena* has definitely won her place in history as a fighting ship which can give it always, and take it too, when this must be done. I am proud to be your captain and shipmate and we are all proud of the good old fighting *Helena*. Let us look to the future with a grim determination that our shipmates who were lost shall not have died in vain.

R. H. English  
Captain, U.S. Navy  
Commanding

## Survivor's Summary . . .

*Continued from Page 19*

were passed to strengthen our armed forces. Japan didn't expect to win a war with the U.S. but it realized that it must strike before the U.S. was strengthened and then conduct a defensive war in the Western Pacific that could lead to a profitable peace. *Truk* in the Caroline Islands, *Tarawa* in the Gilbert Islands, were all heavily fortified.

Japan's quest for raw mate-

rials started in Manchuria, then China. By the time WWII began, Japan reached Burma, Sumatra, Borneo, Philippines, and New Guinea.

With Japan's superiority in army and naval power, it was obviously necessary to strike before we could begin to catch up, which she did. Can one believe that she would have attacked if there wasn't good reason for success?

(Then we played our tape on the Pearl Harbor attack.)

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Long Island — Chapter 135

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**and the Purpose of PHSA!**



## Deadly Dozen . . .

*Continued from Page 17*

After turning and twisting and rolling all over the sky, Brown broke off after nearly diving into the ocean. Rogers possibly damaged his Zero but the P-36 Hawk was no match for Japan's greatest fighter. Fortunately, the Zeros were probably low on fuel and broke off the engagement.

The crews at Wheeler, feverishly working on the remaining planes, were able to get four P-36s armed and airborne by 8:50. Although slower and more lightly armed than the P-40s, some pilots preferred the P-36 because its lighter weight made it quicker and more responsive than the Tomahawks.

First Lieutenant Lewis M. (Lew) Sanders and 2/Lts. Philip M. Rasmussen, John M. Thacker and Gordon H. Sterling became the first to get airborne from the beleaguered fighter base but were armed with only one .30 caliber and one .50 caliber machine gun. Sterling became sort of a last minute replacement by jumping into Lt. Norris' cockpit while Norris ran in to get a parachute. The four radial-engine fighters headed immediately toward Diamond Head and made contact with the Information Center at Fort Shafter which directed them toward the bandits working over the Kaneohe and Bellows fields on Oahu's east shore.

The American formation sighted 11 bandits about 5,000 feet below and Sanders signaled for the attack. It came as quite a shock to Sanders to see Sterling in Norris' plane, but it was too late to send the inexperienced lieutenant back, so down they went. The diving attack produced a temporary speed advantage and the value of surprise gained them an initial favorable position for firing.

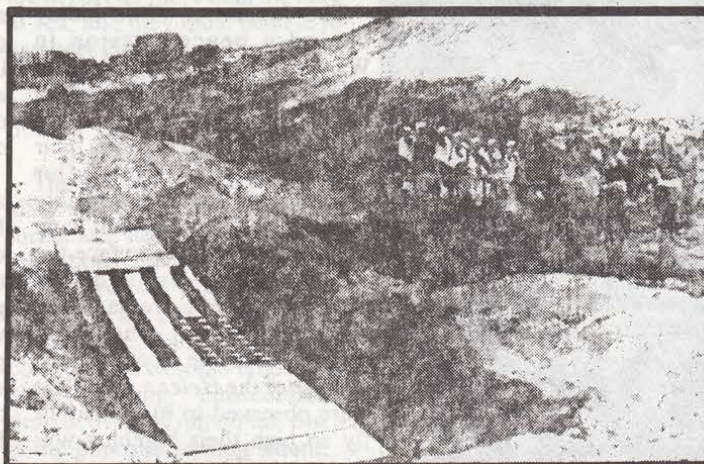
Lew Sanders saw his tracers walk through the fuselage of his target before it fell off on one wing, smoking. Sanders then saw Sterling behind one Japanese Zero with another Japanese fighter firing at him.

Lew set the trailing aircraft smoking but it was too late for

Sterling; his plane was last seen on fire and out of control. All three planes in the daisy-chain plunged into the ocean below.

The sky was suddenly clear of all planes, friendly or otherwise, so Sanders turned north for a while then reversed back south.

Within minutes he spotted another plane approaching head-on. After determining him to be Japanese, Sanders applied full throttle and entered into a classic one-on-one dogfight. The Japanese plane was consistently outperforming the P-36 and its superiority became "be-



*Ceremonial salute over the mass grave of 15 officers and men killed by the Japanese during the attack on Kaneohe. (USN/32854)*

wildering and frightening" to Sanders.

Japan was not known to have had any planes that could compare to American planes. As Lew would later state, "I realized that if the pilot had any ability, sooner or later he would be able to use his superior performance and altitude advantage to maneuver behind me for a shot."

After turning into the Zero one last time, Sanders entered into a diving roll and cleared out of the fight. The Zero was probably just as happy to end the fight and headed for his distant carrier with low fuel.

John Thacker was not having much luck against the superior Zeros either. His guns had jammed on the first diving pass so it became a deadly defensive fight on his part.

Although hit by 20mm cannon fire from one of the Zeros,

Thacker was able to break out of the fight and head back to Wheeler, just over the Koolau Mountains. But Wheeler was not the friendly refuge he had expected. Wheeler had undergone its second attack after the four P-36s had left and by now, the defenders were armed and ready.

Thacker coolly broke off his approach when he was welcomed by anti-aircraft fire and just orbited out of range while he waited for things to calm down.

Phil Rasmussen got a kill but was nearly shot down himself.

into his sights and the pattern of the runaway gun and roll over for his final dive into the sea.

He saw the daisy-chain with Sterling in the middle and watched as all three aircraft dove toward the water trailing smoke and flames.

Suddenly, he was startled to feel his Hawk shudder as two Zeros found the range with both their 7.7mm machine guns and 20mm cannon. His canopy just exploded off the plane as the radio behind him was hit. His rudder cables were severed, the tail wheel was shot off and the fuselage laced with over 500 holes.

A nearby cloud deck provided refuge and Phil quickly ducked into it and turned home. As he approached Wheeler, he was joined by an amazed Lew Sanders who could not believe the plane was still flying and that the pilot was alive.

The two aircraft made a circling approach over Schofield Barracks drawing small-arms fire then landed straight in. Rasmussen fought the P-36 throughout the landing roll without a tail wheel or rudder.

Finally, he rolled to a stop and climbed out, clad only in pajamas and a belted .45 Colt. John Thacker alertly snuck in right after the two-ship formation landed.

The 46th Pursuit Squadron pilots, in their four out-classed P-36s, had shot down one Val and two Zeros and damaged at least one other Zero. But it had cost them one pilot, two planes destroyed (since Rasmussen's plane was good only for parts) and the two remaining Hawks were both damaged.

## Arkansas License Plates

**By RUDY LEACH**

**Arkansas State Chairman**

The beautiful state of Arkansas may be added to the list of states for issuance of "special license plates" for all members residing in our state.

In February, 1987, the 76th General Assembly, Regular Session, 1987, the Honorable Joe Hardin, Senator, 8th District, introduced Senate Bill 136, which in due course — with little or no opposition — became Act 883 of 1987, stated:

The Department of Finance and Administration shall design a Pearl Harbor Survivor license plate for motor vehicles. The license plate issued pursuant to this Act shall be numbered consecutively and shall contain the words "Pearl Harbor Survivor."

Act 883 continues on, stating the proper criteria for our members to purchase these license plates, that became law in June, 1987.



## Leaders in the New Membership Contest

Leaders in the Membership Contest with five or more signed-up New Members:

|                        |     |
|------------------------|-----|
| George Fisher.....     | 25  |
| Donald Spitzengel..... | 15  |
| Ben Vecchio.....       | 11  |
| Burt Amgwert.....      | 8.5 |
| Del Lacquement.....    | 7   |
| Ben Sailors.....       | 6.5 |
| James Evans.....       | 6   |
| Ed Chappell.....       | 6   |
| Fred Guest.....        | 6   |
| George Gordon.....     | 5   |
| Lee Goldfarb.....      | 5   |

### New Members by States

|                     |     |
|---------------------|-----|
| Alabama.....        | 3   |
| Alaska.....         | 0   |
| Arizona.....        | 7   |
| Arkansas.....       | 4   |
| California.....     | 109 |
| Colorado.....       | 24  |
| Connecticut.....    | 3   |
| Delaware.....       | 0   |
| Florida.....        | 47  |
| Georgia.....        | 1   |
| Hawaii.....         | 4   |
| Idaho.....          | 5   |
| Illinois.....       | 13  |
| Indiana.....        | 5   |
| Iowa.....           | 1   |
| Kansas.....         | 14  |
| Kentucky.....       | 6   |
| Louisiana.....      | 6   |
| Maine.....          | 5   |
| Maryland.....       | 3   |
| Massachusetts.....  | 2   |
| Michigan.....       | 1   |
| Minnesota.....      | 8   |
| Mississippi.....    | 1   |
| Missouri.....       | 8   |
| Montana.....        | 0   |
| Nebraska.....       | 10  |
| Nevada.....         | 2   |
| New Hampshire.....  | 0   |
| New Jersey.....     | 12  |
| New Mexico.....     | 3   |
| New York.....       | 14  |
| North Carolina..... | 3   |
| North Dakota.....   | 0   |
| Ohio.....           | 8   |
| Oklahoma.....       | 8   |
| Pennsylvania.....   | 17  |
| Oregon.....         | 6   |
| Rhode Island.....   | 3   |
| South Carolina..... | 4   |
| South Dakota.....   | 1   |
| Tennessee.....      | 7   |
| Texas.....          | 18  |
| Utah.....           | 0   |
| Vermont.....        | 1   |
| Virginia.....       | 12  |
| Washington.....     | 50  |
| West Virginia.....  | 1   |
| Wisconsin.....      | 5   |
| Wyoming.....        | 0   |
| Washington D.C..... | 0   |
| American Samoa..... | 1   |

## First Marine Division Ass'n. Honors Pearl Harbor Survivors

By James Evans  
California Chapter 31

Members of Chapter #31 were guests at a dinner and dance hosted by the First Marine Division Association on December 5, 1987, at the Oceanside Elks Lodge.

The theme of the dinner was "Honor Pearl Harbor Survivors" and the guest of honor was John W. Finn, Lt., U.S. Navy (Ret.). Lt. Finn was awarded the Medal of Honor for extraordinary heroism during the first attack by Japanese war planes on the Naval Air Station, Kaneohe Bay, December 7, 1941. Also present was National Vice President, PHSA, Ken Kreesse and his wife Mary Ann.

Chapter President Jim Evans accepted, on behalf of the membership, an oil painting of the *USS Arizona* under attack by Japanese war planes. The painting was the work of Al Kinsley, a member of the FMDA.

## The Los Banos Raid: 11th Airborne Jumps at Dawn

By Lt. Gen. E. M. Flanagan, Jr., USA Ret.

Reprinted from Presidio Press

1986, 236 pp., \$16.95

On 23 February 1945, the "angels" — paratroopers from 11th Airborne Division — descended on the Japanese prisoner of war camp at Los Banos. Over 2000 civilian internees were liberated with no casualties among the rescuers or the internees. Without doubt, it was the most successful airborne operation in history.

The operation was a perfect example of a well-planned, well-executed military plan that used the best talents of the Army. The objective was humanitarian; if not rescued, the prisoners would not have survived. General MacArthur had given the order; Maj. Gen. Joseph Swing, commanding general of the 11th Airborne, saw that it was implemented. Authority was recognized, but each man responsible for a part of the operation had enough leeway to use his own best judgement in making his decisions.

The Army had the cooperation of the much discussed guerilla bands — ill-equipped and loosely organized but effective — and of the courageous inmates who were able to make contact and relay information to those outside the prison.

Stories of the internees who came from all walks of life — comfortable homes, orphanages, convents, rectories and hospitals — are tragic, moving and eventually triumphant. The author based them on interviews with survivors, diaries (notably that of Sister Mary Louise Kroeger), letters and memories.

The tale of the participation of the 11th Airborne is dramatic in a different way. Their expert training led to the swift and firm but understanding execution of their rescue mission.

The three strands — internees, paratroopers, and guerilla bands — all come together on the fateful day of liberation. The story was not over then. The reprisals the Japanese visited on the Filipinos in the Los Banos area are also part of the story, as is the war crimes trial of Sadaaki Konishi.

Then, the story is complete; powerful, vivid and strong in emotion. There are many heroes and many lessons to be learned from this military operation that successfully saved so many lives.

"Fly" Flanagan, was on the dried rice paddies outside Fort McKinley supporting the 187th Infantry when the 11th Airborne made its jump on Tagaytay Ridge. He then Cpt. Flanagan, Battery Commander, B. Battery, 457th parachute FA Battalion. He is now retired, living in Beaufort, SC, and author of *Before The Battle, A Commonsense Guide to Leadership and Management*.



### OFFICIAL PHSA MAGNETIC SEALS

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



# The Admiral's Eggcup

Jim and Irene Green from Troy, Michigan attended the 45th anniversary of Pearl Harbor in Hawaii on December 7, 1986.

Jim is one of the very fortunate survivors of the *USS Arizona*. He was aboard her on that fine Winter morning of December 7, 1941 in his capacity of gunnersmate third-class, assigned to turret four.

Shortly after December 7, 1941, the Navy asked for volunteers to dive on the damaged ships as they needed men who were familiar with the layout of the vessels. Jim volunteered and took a course in the fundamentals of diving, and thus launched his diving career. He continued diving on the disabled ships until the *Oklahoma* was raised and put into drydock.

It was during the duration of his diving that he dove into the *USS Arizona* and dredged up the eggcup that belonged to Rear Admiral Isaac C. Kidd.



*James W. Green (USS Arizona) presenting to Vice Admiral Huntington Hardesty the eggcup of Admiral Isaac Kidd (USS Arizona) on December 7, 1986 aboard the USS Arizona Memorial.*

who went down with the ship. He also brought up a \$5.00 bill he obtained from his own locker, which he still has to this day.

Jim later went to Washington,

D.C. to qualify as a deep-sea diver, after which he was actively involved in diving operations on numerous ships in the South Pacific.

During this past Dec. 7th Memorial Service, Jim presented Rear Admiral Isaac C. Kidd's eggcup to Vice Admiral Huntington Hardesty aboard the *USS Arizona Memorial*.

Although it was a difficult one, it was the decision of Jim and his family that the eggcup be returned for the benefit of all to see and appreciate in the museum.

Jim had numerous offers to buy the eggcup, but some things money can't pay for. He firmly believes in the saying of the Pearl Harbor Survivors Association, "Remember Pearl Harbor — Keep America Alert."

Even though the eggcup is a mere memento of that infamous day, it represents that "Day of Infamy", and it is in its final place in a glass case in the Memorial Museum.

People for years to come will pass by, stop for a brief moment, and reflect on something as simple as "The Admiral's Eggcup".

## Another First Plane Shot Down

By Ray Mapes  
*USS Argonne*

I had the weekend boat duty. We had taken a relief line handling party over to tie up the *USS*

*Antares* when she came in. We were returning with the relieved crew. When we were about 200 to 300 yards out from pier 10-10, I saw the Japanese dive bombers hit the hangars and nearby area on Ford Island.

Three torpedo planes came down the slip from the direction of the fleet landing. They laid

their torpedoes about 50 yards out from us, and passed directly over us. The torpedoes passed directly under us. The Japanese gunner was strafing us and about anything else they could find to shoot at. The three torpedoes ran straight and true into the *USS Oklahoma*. Three more torpedo planes dropped their torpedoes in about the same spot. Those three went into the *USS West Virginia*.

Shortly after we arrived at

pier 10-10 and discharged the line handling party over the gangway, and were pulling away when one of the the 3-inch guns on the *USS Argonne* hit a Japanese plane in the area. The plane was hit just behind the cockpit, and blew out the other side of the plane with smoke and fire. He dipped as though to dive into the water, but pulled up and seemed to glide in the direction of the Naval Hospital.

Very shortly after that, the *USS Arizona* blew up.

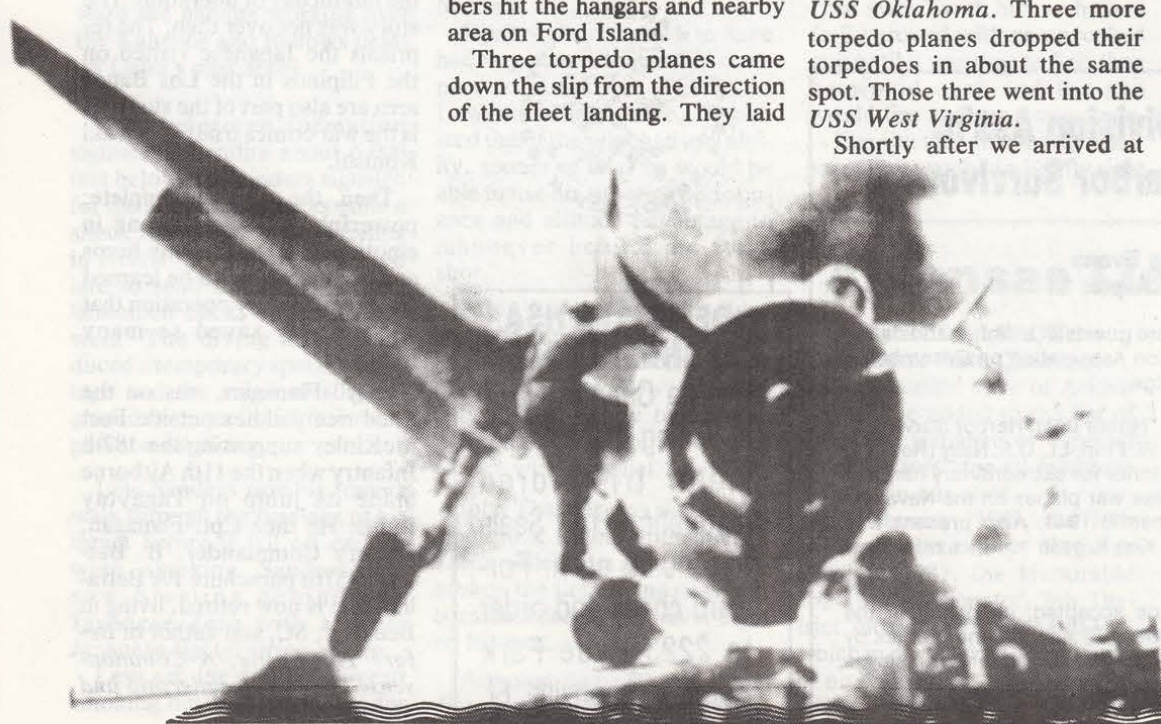
I believe that the *USS Argonne* got the first plane of the war in less than 10 minutes after the attack started.

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# The Story That Never Grows Old

By Henry "George" Chism  
with Sylvia C. Chism

The 18-year-old boy climbed up the ladder to the barracks roof and found himself confronted by an alien aircraft just overhead. For a breath-taking moment, he stared into the very determined-looking oriental face of the pilot as the craft with its rising sun emblem flashed by. This may sound like the start of a typical science fiction story but in the next moment, the boy turned his head in disbelief and witnessed a scene of terror and annihilation that he would never forget; the bombing of Pearl Harbor.

Let "George" tell his own story:

"First, I would like to set the stage."

Saturday, December 6, 1941, was the first night that all of the battleships had been in the harbor together in all of the time I had been there. Most of the battleships had always been kept at sea on readiness alert. For some reason, they were all in port.

All of the sailors of the CINPAC radio gang were sitting around the compartment and some started talking about some of our great battleships. One of the first subjects that came up was how powerful our battleships were and how unsinkable. The sailors were also com-

Back to the story.

This Saturday night, most of the ships had their bands at Bloc Arena where there was a dance and the "Battle of the Bands" to determine which ship had the best band. All of the sailors were there dancing with the wahinis.

I was concerned about that

*"Get below! Take cover!  
The Japs are bombing us!"  
... I said to myself,  
"That guy is nuts!"*

menting on the German and, especially the English, battleships that had no watertight integrity and how easily many of them went under after being bombed.

All of this baloney and talk about the power of our unsinkable battleships was soon to be tested.

night because I knew I had the mid-watch and I was wondering if I was going to get any sleep before on watch at midnight. I had the duty from midnight to 7:30 Sunday morning. Eventually, I didn't get much sleep because another sailor and I decided to go to Bloc Arena and listen to the bands for a while

and have a beer. We only had enough money for one beer so we didn't stay too long.

By 10:00 p.m., I was back in the barracks and in my bunk. I did manage a few hours sleep before going on watch.

The watch on Saturday night and early Sunday morning was dreary and slow because all of the ships were in harbor and nothing was going on. There wasn't much radio traffic. Pretty hard to keep awake, but we did manage somehow with lots of black coffee.

About 5:00 a.m., we got a message from the Navy Yard that a destroyer had just sent a message saying, "Sighted sub, sank same." We thought nothing of it but we did wonder what in the heck a sub was doing out there. The message did not say whether it was a Japanese sub or a German sub or what. This message was passed on to the proper authority and immediately forgotten by the radio gang because nothing else was said about it.

At 7:30 a.m., my relief showed up. I wandered out of the Administration Building and up to the barracks and decided to give up breakfast that morning. I felt I was sleepier than I was hungry so I chose to get a good sleep.

I arrived at the top floor of the sub base barracks which was a three-story building at the time. Went into the compartment and I looked around and saw there was not a soul to be found anywhere. My first thought was that everybody, for some reason or other, had gotten up and gone ashore. I thought, "Man, I don't know why everybody would get up and go ashore all of a sudden on a Sunday morning. Especially so bright and early! Boy, I hope they did, I'll sure get me a nice peaceful sleep without any disturbances!" But that wasn't so.

Right then, the Master of Arms stuck his head in the door and hollered, "Get below, take cover. The Japs are bombing us!" Then he ran. I said to myself, "That guy is nuts!"

Continued on Page 32



GARDEN STATE CHAPTER 3 PICNIC AUGUST 9, 1987

Standing (left to right): Bill Downing, Roger Lowery, Bill Kushina, John Collins, and President Mario Musciano. Seated (left to right): Tony Comperatore, Bob Retterer, Albert Craig and Charles Gazzara.



## Story That Never Grows Old . . .

Continued from Page 31

Just at that time, I had kicked off my shoes and ready to take my pants off before falling into my bunk. A compartment cleaner, named Jackson, came running in the compartment saying, "Hey, Chis, the Japs are bombing the hell out of us! Let's go on top of the sub base barracks and watch it!"

Not believing what I had heard from either source, I jumped into my shoes real quick and ran to the top of the barracks. As soon as we reached the roof, I ran to the side of the barracks roof. Suddenly, I could see a Japanese torpedo plane coming in over Merrie's Point and right across the sub base. He was so close above me that I could see the whites of his eyes. He tipped his wing to make a little turn to get out in the channel so he could maneuver to drop his torpedo. About that time, he was caught in the cross-fire of .50-caliber machine gun fire and the plane burst into flames and down to the harbor he spun.

I ran down to the other end of the barracks so I could look out over the harbor. I could see the battleship *Oklahoma* roll and what looked like the *West Virginia* settling in the water. About that time, all hell broke loose because the battleship *Arizona* blew up and sent a ball of fire into the sky about 125 to 150 feet. Flames leapt up that high for quite a while. It burned for several days feeding on the fuel oil.

I looked back over the harbor and I could see ships firing this way and that, and every which way as planes coming in; high-level and low-level enemy planes.

I said to myself, "This is for real. Got to get to the radio shack!"

Not recognizing my feelings about what I had witnessed below and forgetting Jackson, I took off down the ladder and out of the barracks' front door and ran by the swimming pool on the way to the Administration Building and the radio shack.

Inside, there was no one at their battle stations except the watch crew and the chief of the radio gang. I knew where every-

one was; taking cover. The chief was about to pull his hair out because there was no one to work on the battle circuits. He put me on the battle line circuit. The first message I received was from the battleship *West Virginia*. The message said they were sitting on the bottom and the captain was going to abandon ship.

My legs were shaking so bad I didn't know what to do. I did manage to receive the message correctly somehow and reached up and sent the radioman a "Roger" so he could get the hell out of there and get to safety somehow. A couple of hours later, I found out that he did make it safely and he became part of the CONPAC crew.

By this time, the battle was just about over. The old-timers came out from under the submarine barracks where they had taken cover. I was relieved by a first-class radioman and told to wait in the passageway of the Administration Building until further orders. I went to the passageway and there were several other sailors twiddling their thumbs and wondering what was going on.

Everything was in disarray and no one knew where to turn or what to do. All we could do was sit and wait. So what was new!

About this time, the executive officer from the sub base appeared and said, "Everybody get down to the armory and draw a rifle and ammunition." They were expecting the Japanese to come back with a landing force which never happened. Thank goodness!

I went to the armory and drew a 30-06 rifle and I was given three bandoliers of ammunition. They were so darn heavy for a 135-pound boy. It was all I could do to carry the thing. We never had to use them and we turned them back the next day. A lot of armed guards were brought in and they didn't know how to use the rifles either.

After the battle was over, and I had the chance, I walked down to the end of the submarine base and looked out over the harbor and saw the wreckage of all the ships that were sitting on the



A TERRIBLE TOLL

The destroyers *Cassin* (right) and *Downes* lie half submerged in the shallow water in the distance. A bomb struck the *Cassin's* magazine, splintering her and striking both ships at once. The *Pennsylvania*, tied up behind them, got

bottom. The *Oklahoma* had rolled over. There was damage to all the other ships. It was quite a mess.

By this time, the radio men who managed to get off the ships and stay alive were sent to sub

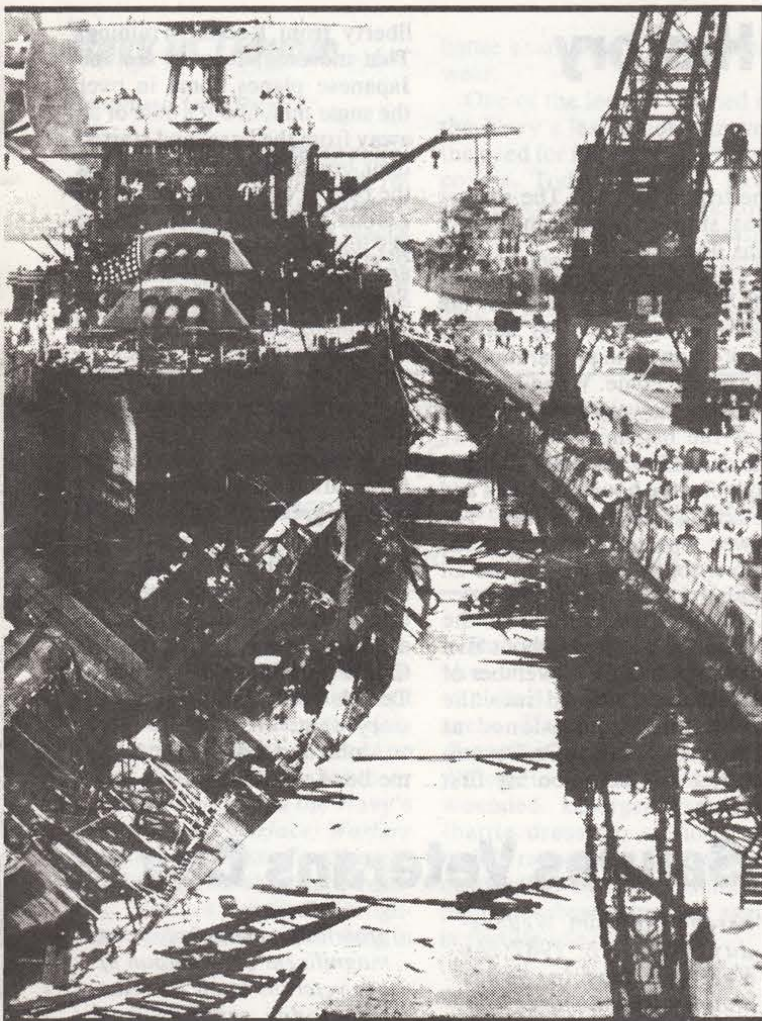
base radio room. It wasn't long until we had a 200-man radio crew instead of a 14-man crew. I thought it was a great event and I saw some of my friends from some of the ships and some of the guys from radio school. I think we were all happy just to be alive!

Later on, in the afternoon, I was with Chief Hoak. He and I were standing outside when Admiral Kimmel came by. Naturally, we snapped to attention and gave him a big salute. I was stunned to see that he had only two stars on his shoulders

instead of four. He had already demoted himself from admiral of the fleet to rear admiral. Admiral Kimmel, in my opinion, was always a fine admiral and one who appreciated his enlisted men.

This is an older man's version of a very traumatic event and is a view of the way one young man responded to a catastrophic event and the indelible memory that remains of Pearl Harbor. It was to be 34 years before he willingly went to the *Arizona* Memorial and the Punchbowl and saw the names of his former buddies engraved on the walls. The tears came quickly to heal the experience of witnessing such an event and the loss of many friends including the boy he had helped go back to the *Arizona*. The tears freed the boy of long ago.





#### SHIPS AND MEN

water in 1010 Dock, while smoke billows from Ford Island's Battleship Row badly damaging the Downes, which stayed afloat until a second missile with relatively light damage.

The 44th Pursuit Squadron was temporarily stationed over at Bellows Field for gunnery training. Their first indication of war was when a single Zero made one strafing pass on the tent area at about 8:30, 35 minutes after everyone else on Oahu went to war.

A portion of the second wave was targeted against Bellows and about 9:00, nine Zeros showed up to staff any available targets. They were pleasantly surprised to find a Boeing B-17 there that had come in from the mainland and proceeded to tear it apart even though it had gotten damaged during the landing.

Three P-40 pilots attempted to get into the fight despite the Zeros overhead but none were successful. Lt. Hans Christianson was killed in the cockpit of

his Tomahawk while still on the ground. Lt. George Whiteman was shot down immediately after takeoff and was killed and Lt. Samuel W. Bishop was also shot down but managed to wade ashore although shot in the leg.

The dynamic duo of Welch and Taylor had problems of their own at Wheeler as they were ordered to disperse their fighters into revetments instead of returning to the fight.

Fortunately, the second attack came along and it became too dangerous to taxi their planes to the revetments so they were forced to takeoff instead.

Welch got off before the mixed force of Vals and Nakajima B5N2 Kates reached the field but Ken was not so lucky. He did not have time to taxi out to the normal takeoff position

but rather had to ignore the wind and just takeoff straight ahead from his parking spot.

The Japanese pilots frantically tried to maneuver to become the first to get at the crazy American while he was still on the ground, but they were not quick enough. Taylor was firing even before his wheels had retracted as he pulled into a tight chandelle and rolled out right behind a Val—but another one, unseen, was right behind him.

Taylor had no speed advantage after the chandelle but he fired at his close-range target . . . so did the Val behind him. The Val's 7.7mm bullets stitched the Tomahawk and Ken was hit in his throttle arm and leg.

As he attempted to maneuver his crippled Tomahawk away from the relentless Val, George Welch suddenly showed up and knocked the Val off his tail. Despite his wounds, Taylor continued his dogged pursuit of the departing Japanese bombers until out of ammunition. Welch got one more Val before he too had to land for more ammunition.

Johnny Dains had flown two short sorties in his P-40B by 9:30 but, upon landing back at Haleiwa after his second mission, he had to abandon the Tomahawk because of battle damage.

Unperturbed by his close brush with death, he jumped into a P-36 and took off again with George Welch in his P-40. Both were on their third sortie. As they crossed over Schofield Barracks, ground fire rocked Dains' Hawk and he plunged to his death on the Schofield golf course.

After having attacked the enemy alone on his first two missions with unknown results, he met his untimely death at the hands of his fellow Americans.

By the time the second wave was leaving the target area, the American had realized the Japanese were rendezvousing for their return to their carriers over Kaena Point, Oahu's northwest point 15 miles from Wheeler.

Rogers and Brown had been joined by 2nd Lt. Macolm A. Moore in a P-36 from Wheeler and 1st Lt. John J. Webster in a P-40 from Haleiwa.

Also getting airborne at 9:20 in a P-36 was 2nd Lt. Othneil Norris, the victim whose earlier

mission was fatally appropriated by Lt. Sterling.

There were more than enough enemy planes for all, but the numerically inferior Americans had to spend most of their time defending themselves rather than being on the attack.

Harry Brown was the last pilot to register a kill when he rolled out just 15 yards behind a Val that was one of two chasing Rogers. He loosed one long burst into the Val as the terrified gunner tried to bring his gun to bear, but it was too late for them.

Rogers had to leave and nurse his crippled P-36 to the nearer Haleiwa strip. Moore and Brown continued to engage in the retreating Japanese well out to sea when they finally had to break it off due to fuel and ammunition. One last Japanese left smoking but was never seen to crash, so it could not be confirmed as a kill.

Finally, the skies over Oahu were clear of enemy planes, but the Americans could not know the attack was over. Continuous sorties were flown by the 15th Pursuit Group for the rest of the day. Many were fired upon by nervous Army and Navy gunners but fortunately, no one was wounded or killed.

The twelve pilots, many in P36s, saw combat for the first and last time and gave more than just a good account of themselves.

Only one American fell to the enemy's guns while six pilots had downed 10 confirmed Japanese planes. Welch was credited with four and Taylor with two. Most likely, some of the probable kills never made it back to their carriers either. Although only 29 Japanese planes were shot down, over 100 were damaged; as many as 50 were damaged so severely as to be total losses.

They took of against overwhelming odds, some with only partial firepower, yet demonstrated the courage that would characterize military men of all the services through a costly war that encompassed the globe.

The attack on Pearl Harbor is usually remembered as a naval defeat, but not by aviation enthusiasts. They remember the 12 who challenged 350 . . . and won.



# Survivor Recalls the Early History of Ewa Marine Base

By SIMON NASARIO  
California Chapter 29

Lately, I've seen several articles in the *Gram* about the Ewa Marine Base. I was wondering how many of those that were stationed there know the early history of the area.

I was born and raised at Ewa. I lived right next to the area that was to become Ewa Marine Base. That was in the early 1930s. To begin with, back in the '30s, the Navy had two airships based at Lakehurst, N.J. They were the *Akron* and the *Macon*. Sometime in early 1930, they planned to fly the *Akron* to Hawaii, so a big area was needed to receive the airship. The place that was later to become Ewa Marine Base was chosen.

At that time, it was an abandoned rope plantation, covered with century plant (sisal) and algaroba trees. Also, not much soil but plenty of coral rocks. A big area was cleared and the erection of a mooring tower took place. I remember watching the workers arrive in the mornings for the day's work, as my home was right by the only gate to the place.

the northern Australian city of Darwin. Flying at the limit of their range, 189 of the crack bomb crews trained at the Misty Lagoon Air Station, succeeded in sinking a U.S. destroyer, four U.S. transports, one British tanker, and four Australian freighters in Darwin Harbor; in knocking out 23 allied planes, 10 of them beyond repair; and in demolishing several of Darwin's finest buildings, killing 238 Australians, and wounding 300 more. In exchange, only five of the Japanese aces were lost.

In the fearful weeks that followed, Australians braced themselves for invasion. The Australian Army was already committed to England, Africa, India, and the crumbling fortresses of the British Empire in the Far East. At home, nearly 7000 Australian regulars remained to fight. In New Zealand the same conditions existed as in Australia.

Admiral Yamamoto, the hero of Pearl Harbor, wanted to land an expeditionary force on the undefended north coast of Australia. General Yamashita, the hero of Singapore, seconded Yamamoto and offered to lead the invasion force himself.

There were two buildings just past the gate. One was the office and the other was quarters for the Navy personnel. Down the road stood the mooring tower with a railroad track around it. On this track was a dollie to cradle the tail section of the airship to turn with ease around the tower. Also, there were many helium tanks close by to service the airship as needed.

Needless to say, disaster struck the *Akron* off the coast of California before it could make

the trip to Hawaii. The project was stopped and nothing else was done.

There were three Navy people left to keep an eye on the place. Then early 1940, activity took up again in preparation for the war to come. When Marines began to move into the area, this was the beginning of the Ewa Marine Base. Most of the personnel were housed in tents and a landing strip was built. The tower was lowered and made into a control tower for the air field.

In 1938, I moved closer to the sugar mill and lived about five blocks from it. In November of 1941, I was drafted into the Army and was stationed at Schofield Barracks. On December 7, I was home on my first

liberty from Recruit Training. That morning, I could see the Japanese planes come in over the sugar mill, about a mile or so away from the base, and started their bomb runs and strafing at the base. I also saw a couple of Zeroes get knocked out of the sky just as they started to climb and bank toward the ocean. Some of the homes around us were hit by stray bullets. During the attack, I reported back to Schofield Barracks for duty.

I never visited or was around the base until many years later. On my first visit to Ewa Marine Base, after being discharged, I saw the great change from what it was in early 1940. Another interesting thing that happened that fateful Sunday was that the enraged service personnel around the area of the base set fire to the Japanese Buddhist Temple in retaliation, or so the story went.

Aloha and mahalo for letting me bend your ears . . .

## Proclamation Salutes Veterans Day

It was a day for remembering the heroes who defended and preserved America's freedom.

And it didn't go unnoticed.

On the steps of the courthouse, Wednesday morning, Henry County Executive Herman Jackson declared it Veterans Day.

The proclamation reads:

*"Whereas, our nation has endured 200 years under the guarantees of the Constitution, enriching its citizens by the priceless blessings of freedom; and,*

*"Whereas, none among us has done more to defend and preserve our freedom than the patriotic men and women who answered our country's call to service and sacrifice, and who today bear the proud title of "veteran;" and,*

*"Whereas, the people of Henry County, Tennessee, wish to express in words of tribute and through appropriate ceremonies their esteem for and gratitude to these courageous, unselfish Americans;*

*"Now, therefore, I Herman Jackson, as county executive of Henry County, do*

*hereby proclaim Wednesday, Nov. 11, 1987, as Veterans Day in Henry County and do urge our citizens both in public ceremonies and in private thoughts and prayers to*

*gratefully acknowledge the magnificent contribution of our veterans to an America that today remains free and, with the help of God, at peace."*



Henry County Executive Herman Jackson (front row, center) reads a proclamation declaring Wednesday, Veterans Day, as commanders of various veterans groups watch. Pictured are (front row, from left) Joe Milam of Disabled American Veterans; Glenda McCuiston, post commander of AMVETS Post 45; Jackson; Jerry Gammon, Tennessee state chairman of Pearl Harbor Survivor Association; Jack Thompson, adjutant of American Legion Post 8; (second row, from left) Elvis McClain, Puryear mayor and an AMVETS member; Angie Gardner, auxiliary president; and (back row, from left) Barney Knight, VFW commander; John DeLuca, Coast Guard Chief Petty Officer Association; Warner Haynes, commander of American Legion Post 164; Sue Clark, Disabled American Veterans Auxiliary; and Alan Clark, Disabled American Veterans commander.



## Navy In Trouble . . .

Continued from Page 27

New types of protective clothing have been designed in recent years, but with no thought given to storing them in places where they can be put quickly to use or to solving the difficult problems of custody and care.

battle exercises in their underwear.

One of the lessons learned in the Navy's last major war was the need for flameproof bedding covers. Today, not only have the covers themselves disappeared, but crew's mattresses are now made of materials reputed to emit toxic gases when heated. Oil-based paints, once

often designated as secondary usages for spaces such as officers' wardrooms or petty officers' messes, with only makeshift provision for stowage and mounting of medical implements and no provision whatever for protection of people or materials in case of violent shock or radical ship's motion or attitude. Shipboard doctors in most large surface combatants are not only untrained as to expected battle conditions, but reputedly regarded as cast-offs among the Navy's medical professionals.

Most hull designs make no provision whatever for transfer of wounded from one location to another or for their care in case of need to abandon the ship. Some onboard stretchers are so complex as to be unusable by most sailors. A few deliberately designed battle dressing stations are so arranged as actually to impede transfer of a wounded person from stretcher to work table. I observed in one exercise that wounded could not be moved from a destroyer to a repair ship alongside — two brand new ships supposedly designed to fit neatly together — without cutting into the former's hull.

The foregoing conditions relate mainly to physiological well-being and stamina under battle conditions. Little or no thought has been given to the psychological stamina of men subject to the severe and prolonged stress of shipboard combat. When one does find thoughtful studies of this critical aspect of human performance in violence, such studies almost invariably relate to flyers or soldiers, sometimes to submariners, rarely to surface ships' companies.

*The capability to cope with shipboard battle damage.*

In recent years, and particularly since the British Falklands campaign and the attack on the *Stark*, extraordinary rhetorical attention has been given to shipboard damage control. Some new technology has been introduced, especially with regard to installed firefighting materials. One major advance has been made with respect to training, as the Pacific Training Command began developing and teaching techniques to cope with massive

shipboard conflagrations. In general, Naval leaders trust that major shipboard battle damage will be dealt with initially and skillfully by on-station damage control teams, usually called "repair parties."

In drills as well as actual emergencies, the realistic activities of repair parties are scrambles of inept and noisy confusion as well as uncertainty of purpose and direction. In amphibious assault ships, in particular, refresher training is performed in two separate phases. Here the first phase attempts to emphasize training of repair parties. The second phase is supervised by a different training command and puts each ship into its "assault" mode, where it is presumed to be confronting a desperate enemy ashore.

For this second phases of training, personnel are transferred from repair parties to other stations needed for handling cargo and assault craft. The problem of how a commanding officer is expected to cope with damage sustained during assault operations without his damage control personnel on station is regarded by higher command as simply impracticable of a solution. When one of the Navy's newest assault ships was being designed (the *LHA*), the Navy Department was unable to tell the contractor what damage control teams were intended to be able to do during ship-to-shore assault operations.

Precisely the same dilemma is faced by commanding officers of logistic ships conducting underway replenishment operations alongside combatants at sea, during which their repair parties man replenishment stations rather than repair stations. (Most logistic ships, by the way, do not carry anti-missile defense weapons. Logistic ships, indispensable as they are, are presumed to be "non-combatant.") As for the combatants themselves, very few are designed to keep even a single repair party manned (out of a total of four or five in a small ship) when the threat situation dictates "hostile action possible" calling for *Readiness Condition Three*.

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*In drills as well as actual emergencies, the realistic activities of repair parties are scrambles of inept, noisy confusion along with uncertainty of purpose and direction.*

Men fighting fires in fleet firefighting schools are well protected by suitable clothing; but on board ship, where the dangers are infinitely greater, no such clothing is available or even allowed. Even the Navy's quasi-official *Surface Warfare* magazine, by way of setting examples for its shipboard readers, pictures "expert" firefighters regularly doing their thing in

Planned provision for care of the wounded has nearly vanished from the shipboard scene. Dog tags have entirely disappeared, making it doubly difficult to identify the severely wounded. Emergency medical (battle dressing) stations are mainly responsible for the literal destruction by fire of some of the fleet's best ships, are again in regular use.

## Tri-City Chapter #31



Members of Chapter #31 participated with the combined veterans organizations of North San Diego County in memorial ceremonies on Veterans Day, at Brengle Terrace Park in Vista.

From left to right: Fred Gonzalez, Marine Bks Navy Yard; John Leahy, Schofield Bks; Bob Sullivan, Camp Malakole; Jim Evans, Marine Bks Kaneohe Bay; Len Brown, USS Pruitt; Paul Landre, USS Neosho; Tony Palmesi, USS California; and Bob Kemp, USS Bagley.





**PEARL HARBOR SURVIVORS ASSOCIATION, INC.**  
**Northeast Florida Chapter Six**  
**Host Chapter 2nd Florida State Reunion**

**THANK YOU**

IT WAS A PLEASURE TO WELCOME PEARL HARBOR SURVIVORS FROM THROUGHOUT THE UNITED STATES, THEIR WIVES AND GUESTS, TO THE SECOND FLORIDA STATE PHSA REUNION. OUR COMMITTEE HAD WORKED HARD TO ASSURE YOU AN EVENT FILLED TWO DAYS, WE HOPE THAT YOU PARTICIPATED IN AS MANY OF THE FORMAL FUNCTIONS AS YOU POSSIBLY COULD. YET WE HOPE THAT YOU FOUND TIME TO RELAX AND ENJOY THE MANY ATTRACTIONS THAT JACKSONVILLE HAD TO OFFER. WE HOPE YOU DIDN'T MISS THE RIVER BOAT DINNER DANCE, OR A WALK ON OUR BEAUTIFUL RIVER WALK, OR A BOAT RIDE TO THE NEW JACKSONVILLE LANDING. WE ENJOYED THE PLEASURE OF HOSTING THIS REUNION, AND WE HOPE THAT YOU ALL ENJOYED YOUR STAY WITH US. HISTORIAN CHAPTER SIX.

**CHAPTER SIX OFFICERS 1987-88**



John M. Moraski

**President:** John M. Moraski enlisted in the U.S. Navy in November of 1934 and was a Chief Yeoman assigned to the Staff Commander minecraft, Battle Force on the USS Oglala at the time of the attack on Pearl Harbor. He assisted in removing classified records to safekeeping as the Oglala was sinking and then helped remove survivors from the water. Moraski served his country until he retired in 1959 with the rank of Lieutenant Commander. Since that time he has been active in the Real Estate Field. He is married to Catherine Moraski and they have three children.



Alex D. Cobb, Jr.

**Vice President:** Alex D. Cobb, Jr. was a 2nd Lieutenant in the Coast Artillery Anti-Aircraft Battery near Fort Ruger (Diamond Head) at the time of the attack. He stayed in the Pacific Theater throughout the balance of the War where he attained the rank of Major. He left the Army in 1946 and is now Director of Marketing with Montgomery Industries in Jacksonville. Cobb is a prolific writer and is the author of the Resolution recognizing Admiral Kimmel and General Short presented at the 45th National Convention in Honolulu. Alex is married to Rose Marie Cobb.



Raymond T. Fowler

**Treasurer:** Raymond T. Fowler entered the Navy in 1926 and retired in 1956 as Lieutenant Commander. He was a Chief Carpenters Mate on the USS Whitney on December 7, 1941. After retiring he owned a nursery business for awhile then joined Jacksonville Ship Yards and retired from there. He is married to Margaret Fowler and they have 5 children.



Frederick H. Guest

**Secretary:** Frederick H. Guest enlisted in the U.S. Navy on December 7, 1939 and was aboard the YO-30, a Yard Oil Tanker, during the attack on Pearl Harbor. He was later assigned to the Amphibious Forces and spent the remainder of the War in the South Pacific. He retired in 1970 as Lieutenant Commander. He is a Past President of Chapter Six and is the current Florida State Chairman.

**If you had a good time at this Second Florida State Reunion — please let us know.**

## The PHSA Amateur Radio Net Massachusetts State

**By Earl H. Selover, W4LPF  
 Founder and Net Coordinator**

Since its inception, in July 1981, the net membership has grown from an initial 16 to the current number of 208 survivors. Most, if not all of these individuals, have joined PHSA as a result of learning about the organization for the first time through contacts with net members on the radio.

For more than a year, communication conditions on the various amateur radio bands have been difficult to day the least. However, about 50 dedicated members have persevered and net operations have continued in a reasonably successful manner on 14.283 MHz at 1130 Eastern time each Tuesday, Thursday and Saturday. Operation on 7.280 MHz each Wednesday at 0730 Eastern time for those in the eastern region of the nation and the CW net on 14.066 MHz daily at 1600 Eastern time have been doing reasonably well also. Operation in the 10 and 15 meter bands will resume when communication conditions in those bands returns to a more normal condition.

In an effort to increase interest in on-the-air operations, the net control duties are being shared by NK5R Gil Myer of Lytle, TX (USS *Utah*); KA6WMV Max Fritsch of Westminster, CA (USS *Honolulu*); W3JDG Bob Ireland of Havre de Grace, MD (13th F/A Schofield); and K70FG Wiley Cottrell of Dewey, AZ (8th F/A Schofield). Others desiring to function as net control will be accommodated when their wishes are known.

W8JZH Jack O'Shea of Toledo, Ohio (USS *New Orleans*) has done a great job of producing and disseminating the call sign lists to all hands. He has labored at this chore since net operations began. He now wishes to be relieved of this responsibility — which is quite understandable. Since Jack has provided me a copy of the most recent roster I can duplicate it and mail it to those who request one. Please include \$1 with your request to cover cost of printing and mailing. I will provide a copy of the roster gratis to survivors who join our net in the future.

## Massachusetts State Senator Albano Sponsors PHSA License Plate Bill

Albert Henri Champagne  
 215 Bouchard Avenue  
 Dracut, MA 01826

Dear Mr. Champagne:

I am forwarding a copy of the Pearl Harbor Survivors License Plate Bill which I have refiled for next year. Given the information I received this year about your organization, I am hopeful the bill will have more success next year.

A number of other legislators have co-signed the bill. These members are: Senator John P. Burke, Representative Joseph K. Mackey, Representative Mary Jeanette Murray, and Representative William P. Nagle, Jr. I am sure their support will be great assistance next year.

Sincerely,  
 Salvatore R. Albano  
 State Senator

**SECTION 1.** Section 2 of Chapter 90, as appearing in the 1984 Official Edition, is hereby amended by inserting after the word "individual" in line 148, the following: The registrar of motor vehicles may issue for a fee, to the survivors of the Pearl Harbor attack on December 7, 1941, upon presentation of satisfactory evidence of such military service at that location during the attack, as determined by the registrar, distinctive registration plates for one pleasure vehicle owned and principally used by said individual.

### LOST

I am not sure of the date, but believe it was in the 1970s while attending a PHSA meeting in Middlesex, PA, that I lost a gold ring which I had gotten in Honolulu in the 1940s.

The ring was a square garnet stone and had slight ridges around the top. The initials "R.J.T." were on the inside, if they are still legible.

If someone found the ring and will return it to me, I will give a \$25.00 reward.

Russell J. Tener  
 11784 Canterbury Ave. N.W.  
 Pickerington, OH 43147

### AN ACT TO PROVIDE DISTINCTIVE LICENSE PLATES FOR SURVIVORS OF THE PEARL HARBOR ATTACK

Be it enacted by the Senate and House of Representatives in General Assembly assembled and by the authority of the said

in General Assembly assembled and by the authority of the said



## Navy In Trouble . . .

Continued from Page 35

Each shipboard repair party is ideally called upon to be expertly trained in perhaps a dozen team skills, such as firefighting, deflooding, providing emergency electric power, or shoring weakened decks or bulkheads. Because of unceasing demands for time to be devoted to maintenance and administration, the members of such a team are typically called together for drill perhaps 50 times in a given year, for perhaps one hour at a time. Team membership will change at least twice during any 12-month period. The resulting arithmetic suggests that a given repair party must somehow teach itself how to, say, fight shipboard fires in battle (at least four different types of fires) by training as a team a total of perhaps two hours per year. This writer interviewed the damage control personnel of one major amphibious assault unit recently returned from emergency deployment off Lebanon, who said they had been to stations for drill *once* during their month-long, 12,000 mile transit to the Middle East. Other interviews and observations have indicated this situation to be more typical than exceptional.

The weakest aspect of shipboard damage control is com-

munication of what functions a damaged or untrained ship is presumably still able to perform. Effective means for describing and communicating the current status of shipboard capabilities are indispensable for effective battle control as well as battle training.

The Navy has designed no systematic procedure of demonstrated reliability for informing the captain of a ship, or other high authorities, of the residual battle capabilities of his ship after enemy attack. Even in ships as technologically advanced as our newest cruisers, damage information would still be recorded on the bridge by sailors wearing telephones and using marking pencils on makeshift paper or plastic charts, an archaic and highly inefficient procedure. Since the captain's normal battle station, in most ships, is no longer on the bridge, his emergency decisions — for example, when and if to order "abandon ship" — would be even less informed today than they were during the last war (when the captain of the cruiser *Houston* was accused of abandoning too early and the captain of the cruiser *Indianapolis* of abandoning too late, in both instances jeopardizing many lives).

Neither has the Navy provided its ships with any reliable method of keeping accurate

track of the day-to-day state of training of their ships. Such a facility is wholly feasible and would be relatively inexpensive. Yet without it, commanding officers remain unable to set training goals, measure progress, plan battle drills, or provide essential feedback to their crews to help strengthen their motivation toward achievement of excellence.

*The capability to recognize and process visual contacts.*

The fleet continues to blame poor visual detection performance as a principal culprit in almost every major operational exercise. Yet fleet commanders have also neglected to specify detailed criteria for optimal performance by visual lookouts: whether it is desirable for them to be able to recognize particular types of ships and aircraft, and if so whether recognition is to be based on trained memory or quickly available visual aids or both; in what terms to report ranges, altitudes, bearings, speeds and directions of movement; whether headset telephones may be worn (possibly contrary to law) or what protective clothing is to be kept closely at hand in case of chemical or biological threat. The conventional principle has been to delegate these details as matters of local command policy. But as a result, *no modern U.S. warship includes systematically*

*designed lookout stations in its structural design.* And standard systems fail to define lookout performance standards or to provide corresponding training devices and materials.

*The capability to employ nuclear warhead missiles effectively against attacking aircraft.*

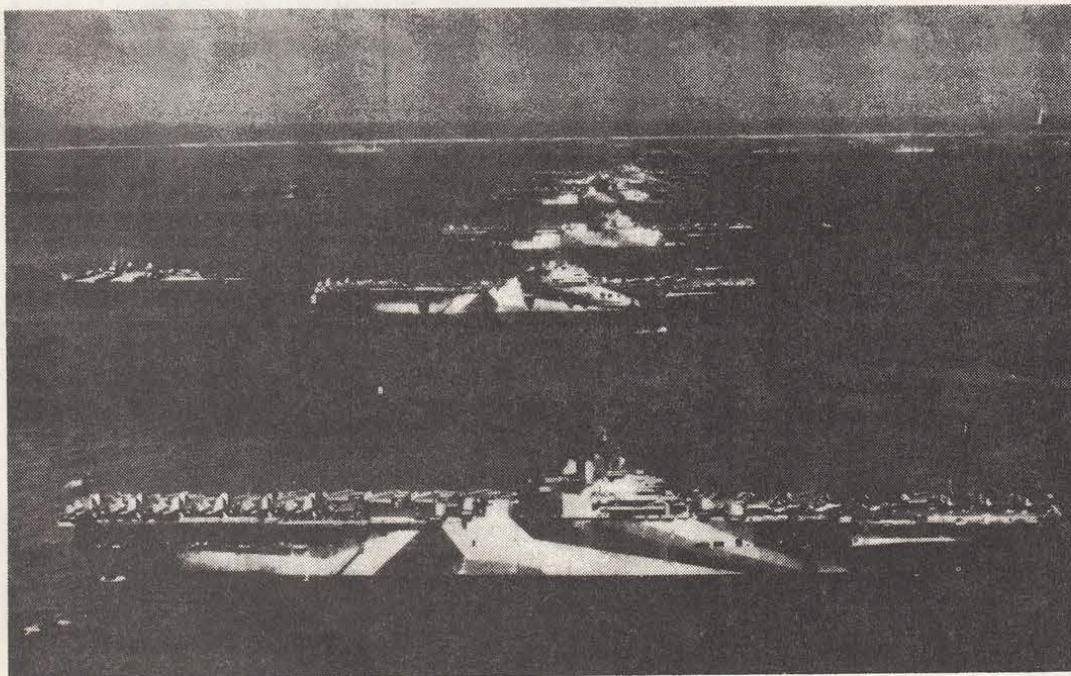
Ships have been carrying these missiles for almost 30 years. For most of this period the weapons have been incapable of effective use. The reason is that there has been no official employment doctrine — no approved basis on which commanding officers could decide how many missiles to shoot, at what targets, how rapidly, or when, or with what precautions against damage (such as blinding) to personnel in friendly ships and aircraft. Literally billions of dollars have been wasted simply because no one has taken the trouble to think through this problem in terms of fighting.

### Aspects of Culture

The degraded fighting capabilities cited above are reflections of a deeper syndrome within the organizational "culture" of the peacetime United States Navy — a syndrome similar to that which has existed prior to every major war in which we have been engaged, but which, in present circumstances, could spell disaster for this nation. This time, the first major battle will probably occur *in peacetime*, just as it did at Pearl Harbor in 1941. Nevertheless, our Navy still does not really think in terms of fighting, of being able to deliver firepower while getting hurt. And this time, we shall not have the luxury of being able to replace lost ships.

The business in which American warships are engaged — the business of protecting this nation against a formidable opponent bent on world conquest — is deadly and serious. High technology, one of our Navy's boasts, does not keep people alive when the missiles hit. NASA found out the consequences of failing to take human risks seriously when the *Challenger* exploded, and the problem in NASA was not technology but management.

It is time for the U.S. Navy to get serious.



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



# Prayer for the Dead

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

## PRESTON H. KINDRED

USS Oglala (CM-4)  
Geneva, NY

## PHILIP JAMES ANGELILLO

Ford Island  
Leesburg, FL

## GEORGE R. CHURLEY

Schofield Barracks  
Merrillville, IN

## JOHN PERSHING SHONK

Hickam Field  
Las Cruces, NM

## GLENN A. JEWEL

USS Ontario (AT-13)  
Rice Lake, WI

## JAMES WILLARD THOMPSON

USS San Francisco (CA-38)  
Colonial Beach, VA

## WALTER O. AUGENSTEIN, SR.

Fort Kamehameha  
Columbus, OH

## FREDERICK ALLMAN

Camp Malakole  
Blacklick, OH

## CARL N. HELSABECK

Army Misc.  
Rural Hall, NC

## LEROY S. RUSSELL

USS Oklahoma (BB-37)  
Moro Bay, CA

## JOSEPH BLASHE

Schofield Barracks  
Butler, GA

## THOMAS FRANKLIN LANCASTER

Ford Island  
Jacksonville, FL

## ADDISON NATHANIEL BEATY

USS Pelias (AS-14)  
Tigard, OR

## MILO MACEK

Kaneohe Bay  
Tucson, AZ

## MILTON R. CLEMENTS

Schofield Barracks  
Crewe, VA

## ORRIS C. SMITH

Schofield Barracks  
Trumansville, NY

## GEORGE L. HAUISWARD

Schofield Barracks  
Flushing, NY

## LLOYD P. JOHNSON

USS Nevada (BB-36)  
San Diego, CA

## RUSSELL E. DOUGHTY

USS Sacramento (PG-19)  
El Toro, CA

## GEORGE F. GRILLO

USS Bobolink (AM-20)  
Long Beach, CA

## KEMBER D. MABY

USS Pennsylvania (BB-38)  
Salt Lake City, UT

## LOUIS PETERSON

Ford Island  
Alexandria, VA

## DANIEL W. OGDEN

USS Hull (DD-350)  
Battleground, WA

## BENJAMIN F. MAXFIELD

USS Pennsylvania (BB-38)  
Waverly Hall, GA

## RUDOLPH R. ZALLMAN

USS Medusa (AR-1)  
Waco, TX

## WILLIAM H. COUNTRYMAN

USS West Virginia (BB-48)  
Albuquerque, NM

## BRUCE S. PROCTOR

USS California (BB-44)  
Alexandria, VA

## JAMES E. SANDLIN

USS Oklahoma (BB-37)  
Satsuma, FL

## HAROLD WILLIAM COLEN

US Marines 2nd Div.  
Indianapolis, IN

## ALBERT E. WEBB

USS Whitney (AD-4)  
St. Petersburg, FL

## HARRY S. LEVAN

USS Vestal (AR-4)  
Ava, IL

## JOHN F. HOGG

Hickam Field  
Omaha, NE

## WILLIAM H. MANN SR.

USS Pennsylvania (BB-38)  
Lexington Park, MD

## ALBERT I. BAKER

Fort Shafter  
Queenstown, MD

## ROBERT MAXWELL HILL

USS Phoenix (CL-46)  
Canyon Lake, TX

## HOWARD I. PILLMAN JR.

USS Bobolink (AM-20)  
Las Vegas, NV

## RUBIN P. MUSSEY JR.

USS California (BB-44)  
Pecos, TX

## VICTOR E. HAGEN

USS Cummings (DD-365)  
Costa Mesa, CA

## GENTRY S. PORTER

USS Selfridge (DD-357)  
Simpson, NC

## OLIVER L. SIMMONS

Ford Island VP24  
Lubbock, TX

## RICHARD E. HELMER

USS Tangier (AV-8)  
Houston, TX

## MORRIS EUGENE HUNTER

USS Pennsylvania (BB-38)  
Ukiah, CA

## GARLAND CHANEY

Hickam Field  
Crandon, WI

## DAVID I. WALSH

Wheeler Field  
Fairfax, VA

## KENNETH H. GREELY

Hickam Field  
Santa Clara, CA

## JAMES A. SNYDER

USS Neosho (AO-23)  
Klamath Falls, OR

## JAMES R. EDSON

USS Helena (CL-50)  
Othello, WA

## CATHERINE TAYLOR UHLAND

Tripler Hospital  
Bayshore, NY

## ROLAND KENNETH McCOSKRIE

Hickam Field  
Ft. Walton Beach, FL

## OLIVER ERNEST KIMBALL

US Marines  
Brookville, FL

## VICTOR WILLIAM TURINSKI

Ford Island  
San Leandro, CA

## CYRIL LaLANCET

Hickam Field  
Novato, CA

## HOWARD H. MARTIN

US Marines 3rd Def. Btn.  
Farmville, VA

## KENNETH R. POWELL

Wheeler Field  
Sequim, WA

## RAYMOND R. RESCH

USS New Orleans (CA-32)  
San Diego, CA

## WARREN W. WOOD

USS St. Louis (CL-49)  
Naperville, IL

## JAMES M. PERRY

USS Conyngham (DD-371)  
Fresno, CA

## CHARLES WILBER CRAW

Ft. Kamehameha  
Kaawa, HI

## JAMES RICHARD POWER

USS Tennessee (BB-43)  
Tarzana, CA

## MEYER WEINSTEIN

USS Solace (AH-5)  
Lake Worth, FL

## LLOYD BISHOFBERGER

USS Solace (AH-5)  
Yreka, CA



## Kwai Bridge is Now Tourist Site

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RIVER KWAI, Thailand (AP) — You can ride the Death Railway today for the equivalent of 55 cents and sleep in an air-conditioned hotel after a leisurely sunset stroll across the Bridge on the River Kwai — a symbol of brutality, futility and heroism in World War II.

Forty years after Japan's surrender, tourists now come to the site where Allied prisoners of war slaved under brutal Japanese guards and succumbed to cholera and beri-beri or died at the hands of executioners.

The Japanese come here these days mostly in tour groups following a flag-waving leader. Many Australian, British, Dutch and American survivors have returned — aged, sometimes portly, recalling the years they ate maggots and rice and dressed in loincloths.

But despite the passing decades and the accumulation of souvenir shops, restaurants and tour buses, the bridge and the railway evoke — for veterans especially — the Japanese ruthlessness, the power of camaraderie and brotherly love in times of adversity, and the terrible waste of war.

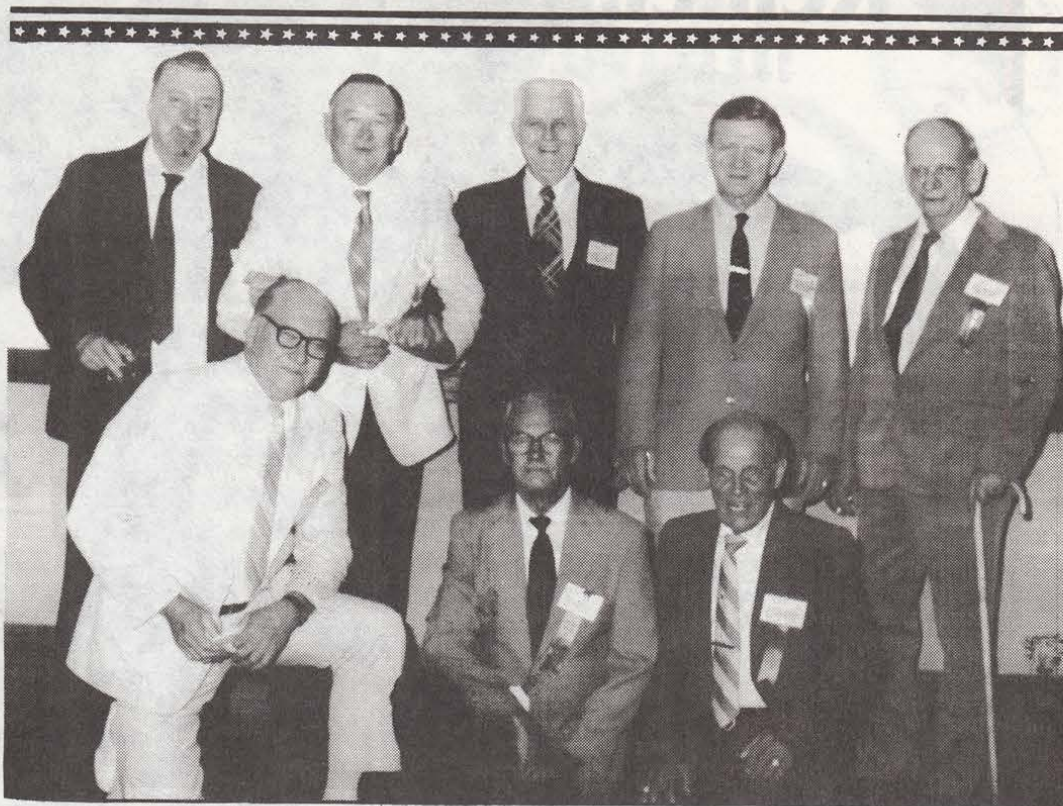
One World War II chronicle has described what came to be known as the Death Railway as the "supreme monument to futility."

Roughly 400 men died for every mile of track laid of a railway line that furthered nobody's cause and has since been largely swallowed up by the jungle.

The Japanese Imperial Army plan was to lay a rail link between Thailand and Burma as an alternate to the vital sea route that had become increasingly vulnerable to Allied submarines.

To build the 258-mile line through inhospitable terrain, the Japanese assembled more than 60,000 Allied prisoners and about 250,000 Asian laborers. Work began Oct. 1, 1942.

The line was completed by 11 December 1943, having cost the



PHSA members who attended the PT Boats, Inc., 1987 annual reunion held at Louisville, Kentucky, Sept. 2-7. Top row (L to R): Robert Franklin, John K. Williams, Robert E. Ray, John J. Harlee, William Swaner. Bottom row (L to R): Ted Sawick, N. L. "Mac" McGuill and Hughes B. Landrum. All of the above were crew members of PT boats assigned to Motor Torpedo Squadron One based at the Pearl Harbor Submarine Base.

lives of more than 16,000 Australian, British, Dutch, American and New Zealanders, as well as 80,000 to 100,000 Chinese, Malays, Indians and Indonesians. The railway was the target of heavy Allied bombing and thus did little to overcome Japan's supply problems.

The ordeal has been the subject of a novel by Frenchman Pierre Boulle, the award-winning 1957 movie, "Bridge on the River Kwai," starring Alec Guinness and a number of memoirs.

"The first time I came to see Kwai I could not see the grade markers for my tears," said Edward Dunlop, an Australian doctor who became a legend of Death Railway for saving hundreds of lives. "But I forgave the Japanese even before the war ended, although it would be stupid to forget."



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# Remember Pearl Harbor?

*Well, you're not likely to forget.*

*Though you've struck the first blow,  
We aren't finished with you yet.*

*For when your planes have left the sky,  
And your last ship has sailed,  
It will be of little use to cry  
"Why has our mission failed?"*

**Yes we'll Remember Pearl Harbor**

*Until tyrants are overthrown,  
Until we win the final battle,  
and a Peace that is our own.*

**E. L. Schroeder — Dec. 8, 1941**

*USS Pruitt*

*Photo: Corey Joseph Zbyzenski, grandson of Walter (Ski) Zbyzenski (USS Phoenix).*

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