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# 25 YEARS AFTER PEARL HARBOR— AN ATTACK THAT REMADE THE WORLD



*H-Bomb opened new, dangerous*

**Nobody foresaw it at the time, but—**

**The bombs that hit Pearl Harbor unleashed forces that produced a quarter century of the vastest changes the world has known.**

**Since that morning, man has tamed atoms, moved into space, surged ahead in unprecedented prosperity in many parts of the world.**

**Empires have vanished, maps changed, centers of power shifted. And a whole new set of problems has replaced problems of the past.**

It was just 25 years ago, on the morning of Dec. 7, 1941, that the Japanese attacked Pearl Harbor.

That attack by air from the sea destroyed a major part of the U. S. Pacific Fleet. It catapulted the U. S. into a war, with reverberations that remade the world.

Forces set in motion by Pearl Harbor—dramatic as they have been in the quarter century since—are expected to bring changes almost equally dramatic in the quarter century that lies ahead.

The airplanes whose bombs and torpedoes made a shambles of U. S. naval forces in Hawaii acted to release America's full power for war.

At the end, maps had been changed, empires shattered, vast new forces for change loosed in all the world.

**Then—an unchallenged U. S.** When war ended in 1945, America stood as the world's unchallenged power. World rule, at that time, was there for the taking if the U. S. had been in a mood to take it, as the one nation possessing atomic weapons, the one real victor in war.

Instead, that role was shunned by Americans who rushed to disarm, pull back and trust to luck in a changed world. Great hopes were held that a United Nations, created by the victors in war, would guide the world in an era of uninterrupted peace.

Today, two wars later, America again is the world's No. 1 superpower, but with challengers.

Hydrogen bombs have taken over from atomic bombs as the weapons of the future. Missiles replace bombers as top-ranked weapon carriers. What was an American monopoly in weapons of mass destruction is gone—replaced by a competitive race for proliferation of those weapons among nations big and not so big.

That's only one of the vast array of changes.

The Japan that started it all for U. S.—the archfoe 25 years ago, destroyed by U. S. at the war's end—today is a U. S. friend and a thriving industrial power.

The China that U. S. fought a war to save from conquest by Japan now is this nation's most implacable foe. China today is sponsoring in Vietnam a war that the U. S. is engaged in as a counter to the Chinese.

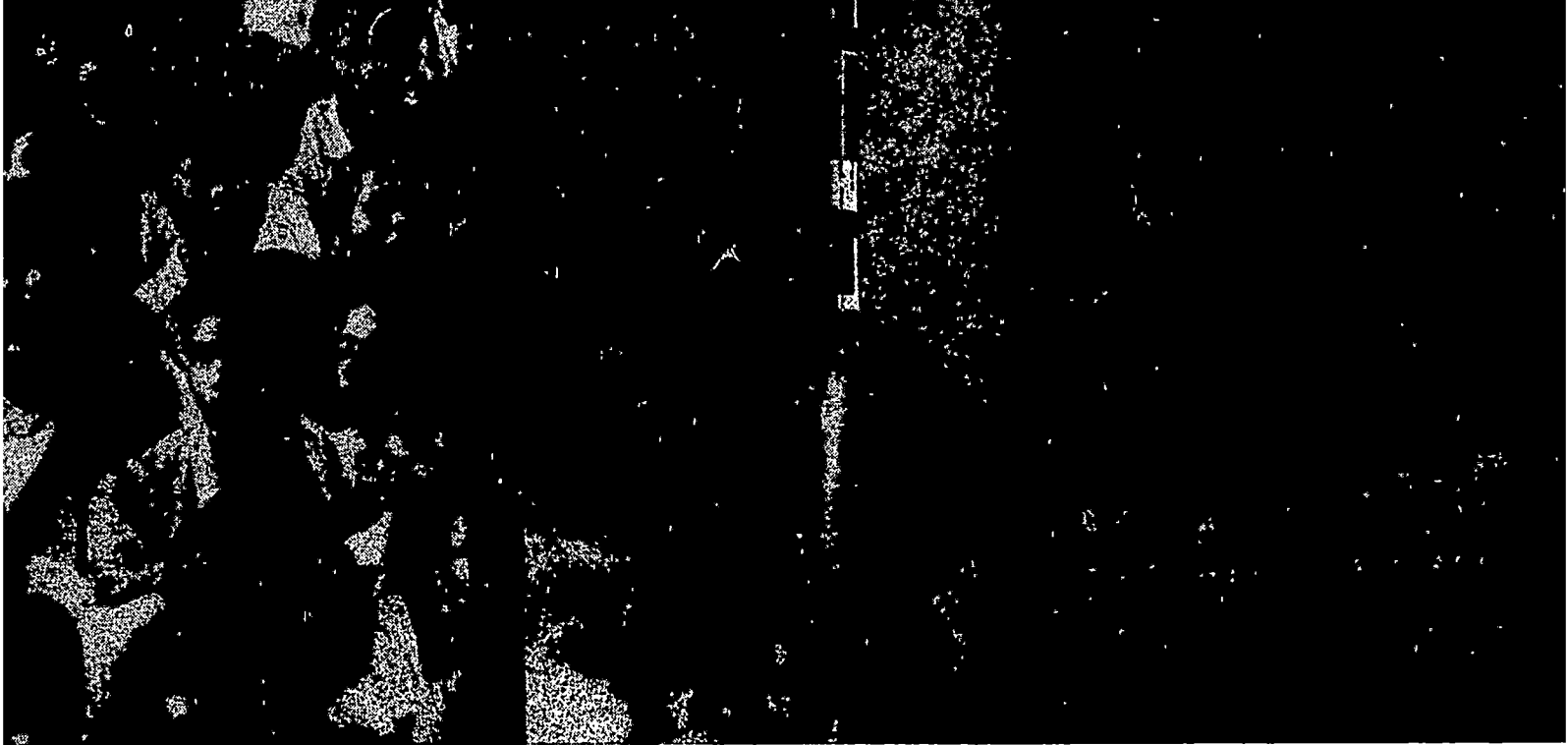
China had been taken over by the Communists in 1949. By the early 1950s, the U. S., in the name of the United Nations, was fighting an indecisive war in Korea against Communist armies of China.

Russia had been saved from defeat at the hands of Germany as a result of U. S. entry into World War II in Europe after Pearl Harbor. American armies in the West and American supplies to Russia had tilted the balance.

Yet Russia today stands as America's principal challenger and its potential enemy.

**Changes roll on.** Years since Pearl Harbor have brought equally dramatic changes in other parts of the world—changes that continue to tumble over one another in a process that shows no sign of ending.

Nations of Western Europe that before Pearl Harbor had been the power center of the world are in eclipse today, only 25 years later.



*World population hit "explosion" stage*

*Man moved from earth into far space*

*Rising industry spread wealth, worrie*

Great Britain, not so long ago the world's No. 1 power, now is a small island off the coast of Europe. Its once world-wide empire is gone, its industry challenged, its financial power broken. West Germany, enemy of the U. S. and Britain and France in two world wars, is potentially the strongest power in West Europe 21 years after the second war's end. Germany today is an ally of U. S.

France, however, a traditional ally—saved by U. S. troops in two wars and re-established with U. S. financial and technical aid—has turned unfriendly.

The forces that Pearl Harbor let loose stripped all the major colonial powers of their colonies. The British lost India; the French, Indo-China; the Dutch, Indonesia. And the U. S. today is engaged in a new war to try to save part of what once was French Indo-China from a Communist take-over.

Africa, a continent of colonies at the close of World War II, now is a continent of 39 independent nations.

Today only Russia might be described as an imperialist and colonial power, using its armies to maintain a hold on Poland, Rumania, Bulgaria, Hungary, Czechoslovakia and East Germany. The Russians have gobbled up, too, the once-independent nations of Lithuania, Latvia and Estonia.

And so it goes in a world of rapid change—change that Pearl Harbor set in motion.

**The career of Communism.** In the quarter of a century since Pearl Harbor, Communism has proliferated into what, by the mid-1950s, had appeared to be a vast and expanding monolithic empire of 1 billion people—apparently mobilizing to challenge America.

Today, a few years later, that Communist empire is torn by dissension and rivalry. Yugoslavia was first to pull away. Now the nations being held captive in East Europe are maneuvering to regain some independence.

Red China, with its more than 700 million people, has broken with Russia in a violent argument over ideology and over methods of expanding Communist control in the world. Now China has atomic-tipped missiles of its own and Rus-

sia is forced to look to defenses along a 4,500-mile border shared with its recent ally.

Communism, in this phase of the post-Pearl Harbor period at least, appears to have reached its peak of power in October, 1962, when Russia placed in Cuba nuclear missile aimed at principal cities in the United States.

Challenged by the U. S., which started to mobilize its own forces, the Russians then withdrew their missiles.

Communism as an economic system, after 50 years of trial, is turning out to be no match for modern capitalism.

Most Communist nations today are striving to find way to incorporate the profit incentives and some of the mechanics of the marketplace into the Communist system. Whether that can be worked out successfully remains for the future to determine.

**Scientific spawn of war.** Experience of the last 25 years reveals that it was not alone in the field of politics and power that Pearl Harbor and its aftermath generated great forces that remade the world.

In America, war released a scientific and technological revolution of immense significance—the full results of which apparently are only beginning to be sensed.

War brought nuclear weapons—and now the knowledge gained from that experience is being turned to providing nuclear power at a cost and on a scale that will challenge and expand existing sources of power—coal, gas and oil.

Tremendous developments appear to lie ahead in this field.

Computer development, primitive at the time of Pearl Harbor, is creating something of a revolution all its own and opening the way to uses only beginning to be tapped.

Space exploration has opened avenues to intensive development of rockets, to miniaturization in many fields, to development of new metals and to expanding new horizons of scientific thought.

Space satellites and radar and television promise to change the whole world of communications.

*(continued on next page)*

Jet-power planes of wartime opened the way for a revolution in transportation. Travelers today span the nation in less than five hours. Next comes the supersonic plane and nation-crossing in less than two hours. The Atlantic then will seem almost like a pond.

Planners in industry now must tax their imagination to figure out ways to apply the new concepts of science and technology.

**Road to prosperity.** It was after Pearl Harbor, too, that the "new economics" was born. Government set out to provide against depressions and to assure "full employment" as a national goal.

Advances in technology brought mechanization to farms of the South and a huge migration of Southern Negroes from rural areas to the cities—mostly to the cities of the North.

With this migration came the Negro revolution that has stirred the civil-rights movement.

The influx of Negroes to cities of the North, in turn, sped a flight of whites to the suburbs—particularly white families with children.

The postwar period, at the same time, touched off a boom in population.

This population explosion, in turn, added immensely to demands on the part of growing families for all the good things of life—financed often by new forms of credit generated by the "new economics."

Out of it all has come an almost unbroken period of prosperity extending back over 25 years. The periods of excessive boom and of resulting adjustment have been short and mild, leading to the idea that major depressions now may be a thing of the past.

It wasn't that way in the 25 years before Pearl Harbor—years that go back to 1916, shortly before U. S. had entered World War I.

The first World War saw Germany defeated in November, 1917, after U. S. had poured large armies into West Europe.

Out of that war came the Bolshevik Revolution in Russia. Britain and France emerged as victors in the Western world, with the help of the American armies.

There followed an inflationary boom after the war's end. Next came a sharp but short depression in 1921, then seven years of prosperity—and then the great depression starting in 1929.

That depression had not fully been overcome by the time war in Europe broke out once more in September, 1939. Despite the "New Deal" in the U. S., there had been 10 years of large-scale unemployment and little technological advance.

Population growth in the U. S. slowed almost to a halt. It turned to decline in some nations of Europe.

**Depression's aftermath.** Out of depression came Adolf Hitler in a defeated and impoverished Germany. In the U. S., the theories of John Maynard Keynes, British economist who outlined a major role for Government in tempering business cycles, began to gain wide acceptance.

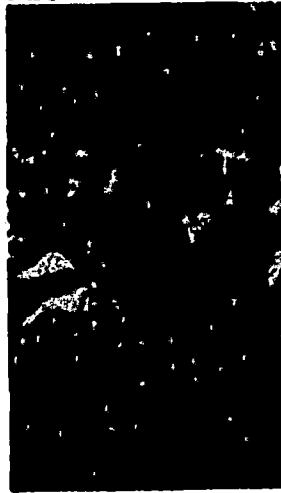
The aftermath of World War I, with its unsettled scores, and its resulting great depression, went far to build up the pressures that produced World War II.

And now what are the 25 years that lie ahead likely to bring for the U. S. and the world?

It seems agreed: not World War III, unless some madman should be ready to release the destructive force of mod-

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## PEOPLE



IN 25 YEARS AFTER PEARL HARBOR, 1941-  
U. S. population grew by 63 million, to 198 million.

IN NEXT 25 YEARS, 1966-91

Even larger population growth, 74 million, to a total of 272 million, is almost certain.

## BUSINESS ACTIVITY



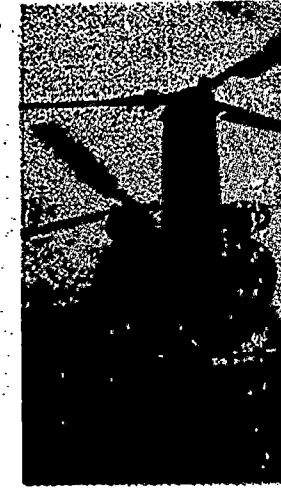
IN 25 YEARS AFTER PEARL HARBOR, 1941

National output of all goods and services more than doubled, around \$750 billion a year.

IN NEXT 25 YEARS, 1966-91

U. S. will become the world's first trillion-dollar economy, with output of about 2 trillion a year by 1990s.

## MILITARY POWER



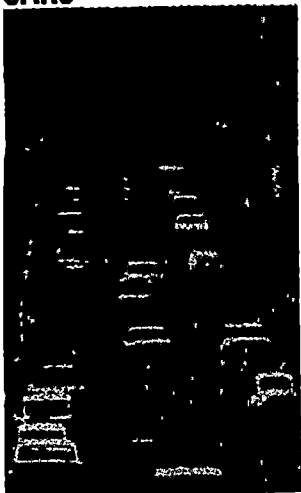
IN 25 YEARS AFTER PEARL HARBOR, 1941

Atomic bombs made U. S. the military master of the world—until 1949, when Soviets got the bomb. Korean War brought a resurgence of conventional U.S. forces; Vietnam another upsurge.

IN NEXT 25 YEARS, 1966-91

A growing arms race is likely, weapons technology expands, China "goes nuclear." U. S. will keep the lead, and resources to keep

# CARS

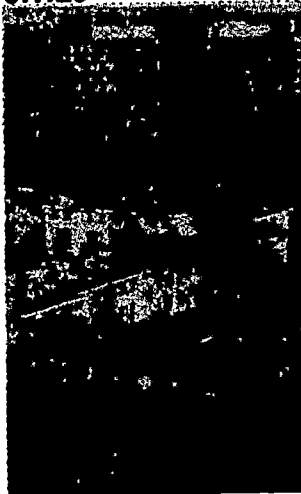


**IN 25 YEARS AFTER PEARL HARBOR, 1941-66**  
Cars on the road increased by 50 million, to 79 million.



**IN NEXT 25 YEARS, 1966-91**  
150 million cars are predicted by 1991. There'll be millions more trucks, too.

# CITIES



**IN 25 YEARS AFTER PEARL HARBOR, 1941-66**  
Americans living in urban areas increased by 60 million, to 140 million.



**IN NEXT 25 YEARS, 1966-91**  
City areas will have 217 million inhabitants—73 million more than now—and many may be living in new "satellite cities."

# LEISURE



**IN 25 YEARS AFTER PEARL HARBOR, 1941-66**  
Average workweek — 55 hours in 1916, 25 years before Pearl Harbor — was down to about 41 hours by 1941. Workweek has stayed at about 41 hours, but paid holidays and vacations have increased.



**IN NEXT 25 YEARS, 1966-91**  
A marked decline in the average workweek, to about 35 hours, is forecast. Elite groups may work 30-hour, 4-day weeks.

# TRAVEL

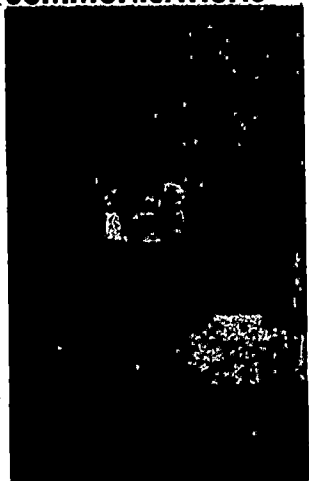


**IN 25 YEARS AFTER PEARL HARBOR, 1941-66**  
Era of mass air travel began. Jet in recent years, brought new speed and frequency of flights on national and international routes.



**IN NEXT 25 YEARS, 1966-91**  
Supersonic jets will make long journeys brief ones. Supertravel may make a comeback in late travel.

# COMMUNICATIONS

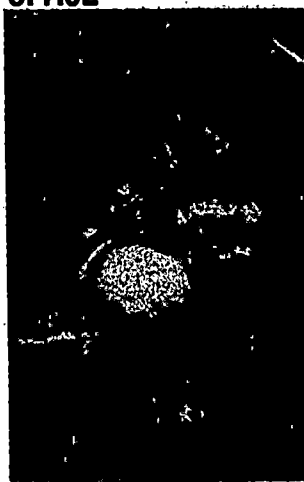


**IN 25 YEARS AFTER PEARL HARBOR, 1941-66**  
Television arrived and moved into nearly every U.S. home.



**IN NEXT 25 YEARS, 1966-91**  
International TV will grow. At home, TV may be linked to telephones, used in many ways in industry, education, medicine.

# SPACE



**IN 25 YEARS AFTER PEARL HARBOR, 1941-66**  
Pioneer space ventures were accomplished, groundwork laid exploring and working in space.



**IN NEXT 25 YEARS, 1966-91**  
A U.S. landing on the moon mid-1968 is a possibility. After that: journeys to Mars and Venus.

## 25 YEARS AFTER PEARL HARBOR—

[continued from page 42]

ern weapons that readily could end civilization as it now is known. War no longer can offer any profit to major nations if it is nuclear war.

**War now unthinkable?** This observation is from a pulse-taker in Europe:

"In this crowded tip of a continent, nuclear weapons actually have given people a greater sense of security about chances of war. Possibility of the use of nuclear weapons is felt to make war unthinkable in this part of the world.

"European leaders now think that Russia's Stalin never would actually have risked war with the U. S. even at the height of the cold-war crisis. They are even more confident that present leaders in the Kremlin will avoid war."

Yet the 25 years ahead seem almost sure to bring a proliferation of nuclear weapons in the hands of a growing number of nations. The club now includes Communist China and France as well as the U. S., Russia and Great Britain.

China in the years ahead will emerge as a major power. An uncontrolled population explosion in China, India and much of the underdeveloped world will pose the great problem of the future and the principal threat to peace.

Pressures will grow to reunify a Germany now divided. There will be a continuing tendency of the nations of East Europe to loosen ties with the Soviet empire and to gain real independence.

Outside the field of world affairs, the outlook as charted by Government planners and by planners of industry in the

U. S. and abroad is for continued—even accelerated—change on a vast scale.

An explosion in science and technology seems sure to open the way to new products, to new methods of production and communications and transportation only beginning to be visualized.

Population growth and the urge of people to flock into cities will force the rebuilding of urban centers in order to provide transportation and housing and schooling and recreational facilities for the city hordes.

Control of pollution of the air and of the nation's streams will become imperative.

Where "billions of dollars" took over from "millions" in measuring the size of Government projects, of corporate enterprises, even of personal fortunes, "trillions" will start taking over from "billions."

**The future for Negroes.** The Negro revolution in the U. S. seems sure to change direction in the years ahead. Emphasis will shift from trying to integrate or amalgamate the races, and turn toward more stress on education of a new generation of Negroes to take its place in an urban society and in modern industry.

The millions of Negroes who were country people and who lacked modern skills will give way to a new generation fitted into a changing society.

It is here that business and industry will find a whole new force of workers.

In terms of Government, the complexity and the size of a fast-growing country will be expected to result in a further decline in the role of Congress and a further rise in

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### AFTER PEARL HARBOR:

## TURMOIL, AND A NEW

*Pearl Harbor touched off a quarter century of turmoil that has rewritten the map of the world. For example, between 1941 and 1966—*

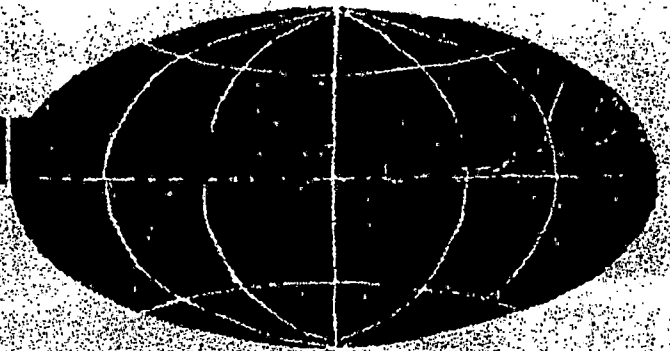
**IN EUROPE,** Soviet Russia during and after World War II moved its borders hundreds of miles westward to take in parts of 8 other countries. Germany's Nazi empire was smashed, Germany itself divided into two parts. Britain, France and the Dutch lost their overseas empires, dwindled to merely European powers. Italy lost territory to both Yugoslavia and Greece. Poland and most Balkan nations became Soviet satellites. In recent years, West Germany, with U.S. aid, has become the strongest nation in Western Europe.

**IN ASIA,** the Japanese empire was wiped out, most of its Pacific Islands put under the United Nations and run by the U.S. Communists took over China, including Manchuria. Korea was re-established, then kept split in two by the Communists. French Indo-China became Cambodia, Laos, North Vietnam and South Vietnam. Formosa became a flourishing island under Nationalist Chinese rule. The Philippines, Indonesia,

Malaysia, Ceylon, Burma, India, Pakistan emerged as independent nations. And Japan, like West Germany, has made a remarkable recovery—with U.S. aid.

**IN AFRICA,** there were 4 independent countries in 1941. Now there are 39—many of them weak, on the verge of civil war. A continent of colonies has become a continent of chaos.

**IN LATIN AMERICA,** a number of former British, French and Dutch colonies have become independent or won local autonomy. Many other governments have changed, the majority by peaceful means. Cuba is the big exception. There, Communists grabbed power and now try—so far unsuccessfully—to export revolution. Red coups or terrorism have been checked, at the cost of bloodshed, in the Dominican Republic, Venezuela, other places.



## 25 YEARS AFTER PEARL HARBOR—

[continued from page 44]

the power of the Executive. The National Government, most probably, will crowd further into the role once reserved to the individual States.

**World on a "runaway train"?** Viewing the change since World War II and the changes that seem sure to lie ahead, a leading Swiss banker—Julius Baer—observed in a recent bank bulletin:

"We are all passengers in a runaway train with neither conductor nor engineer. All we know is that our speed is steadily increasing.

"The tension between the technical apparatus of our existence and the unsolved social, human and spiritual problems, between our mastery of nature and our inadequate solutions of other questions—this tension is growing at a frightening rate.

"We have set loose a vast dynamism. How are we to bring it under control again?"

Swiss observers, who tend to sit on the sidelines and observe the world, come to the following conclusion: The moral and cultural evolution of mankind has not kept up with economic progress—despite improved educational facilities.

On the plus side, as these Swiss see it, material welfare in the developed part of the world has improved beyond expectations.

On the minus side there is spiritual impoverishment, growing restlessness and rootlessness of modern life, widespread discontent, neurotic ailments and a wave of crime and juvenile delinquency.

People are found to be wealthier and wiser in many ways—but not happier.

The observation also is made that progress of the postwar period rests on foundations laid by an older generation that lived through World War I, through the great depression and the difficult period of the 1930s when people were accustomed to work hard and make personal sacrifices.

**"Where is the elite?"** A new generation has grown up since under easier—and perhaps less challenging—conditions. Those who will take over leading positions in business, in finance and political administration during the next 25 years will have known only good times with plenty of job opportunities and steadily climbing personal incomes.

Warns a leading Swiss industrialist, Walter Boveri: "After 20 years of uninterrupted expansion, more people than ever are convinced that progress has been a result of their personal talent.

"What 4,000 years of history did not achieve, they believe they accomplished in almost no time.

"Yet seldom has a generation been so inadequately prepared for the future as ours. Except in technology, this generation is stuck in conventional thinking.

"Where is the elite that starts building the spiritual foundation of coming decades?"

## WHAT REALLY HAPPENED AT PEARL HARBOR

The Japanese attack on Pearl Harbor has been described as "the worst military disaster in American history."

U. S. forces in Hawaii suffered 3,640 casualties, with loss or severe damage to 188 aircraft, 8 battleships, 3 cruisers and 4 other vessels.

The Navy alone lost more than 2,000 killed—three times as many battle deaths as were suffered by the naval service in all of the first World War and the Spanish-American War combined.

What really happened at Pearl Harbor? Why was the Roosevelt Administration taken by surprise—in view of Japan's Axis alliance with Germany and Italy, and Tokyo's oft-proclaimed ambition to set up a "Greater East Asia Co-Prosperity Sphere" under Japanese domination?

**Millions of words.** At least eight inquiries were conducted during or shortly after World War II. They culminated in a joint congressional investigation, which in 1946 published 39 volumes of evidence totaling 10 million words.

Additional material has become available since then, in the form of memoirs by American and Japanese officials, declassified Government doc-

uments, oral interviews and the proceedings of the Japanese war-crime trials.

This mass of material was analyzed in a book called "Pearl Harbor: Warning and Decision," published in 1962 by the Stanford University Press. The author, Roberta Wohlstetter, sometimes serves as a Government consultant on national-security affairs. Her report was described by historian Samuel Eliot Morison as "the best book by far on the question of why we were surprised at Pearl Harbor."

**Warning unheeded.** The theme of her book is that there was a general failure of intelligence and communications experts throughout the U. S. Government to evaluate correctly a mass of warning signals pointing to war in the Pacific.

U. S. diplomatic and military planners failed to grasp the strategic situation, as it appeared to the Japanese, or to reckon with the reckless gambles the Japanese were willing to undertake in the name of "national honor."

The author makes these points:

• There was a general attitude in the U. S. Government discrediting the idea that Japan—a second-rate power with only 10 per cent of the produc-

tive capacity of the U. S.—would seriously consider going to war against America.

• "The most important single thing to note about our Government in the last weeks before Pearl Harbor is the enormous absorption of almost everyone in the Atlantic and European battle areas.

"President Franklin D. Roosevelt was so deeply interested in the European situation that he left Far Eastern matters almost entirely to Secretary of State Cordell Hull."

• U. S. military planners correctly anticipated a Japanese invasion of Southeast Asia. They compiled an accurate list of prime targets—British Malaya, Thailand, the Netherlands East Indies—adding Guam and the Philippines as possible targets. Army and Navy intelligence fixed D Day as the week-end of November 30; when that failed to materialize, the week-end of December 7.

• Consideration was given to the possibility that the Japanese might try to knock out the Panama Canal, or sabotage U. S. aircraft plants on the West Coast. No one, however, seriously entertained the idea of a seaborne, aerial attack on Pearl Harbor. The

## PEARL HARBOR AND "THE BOMB"

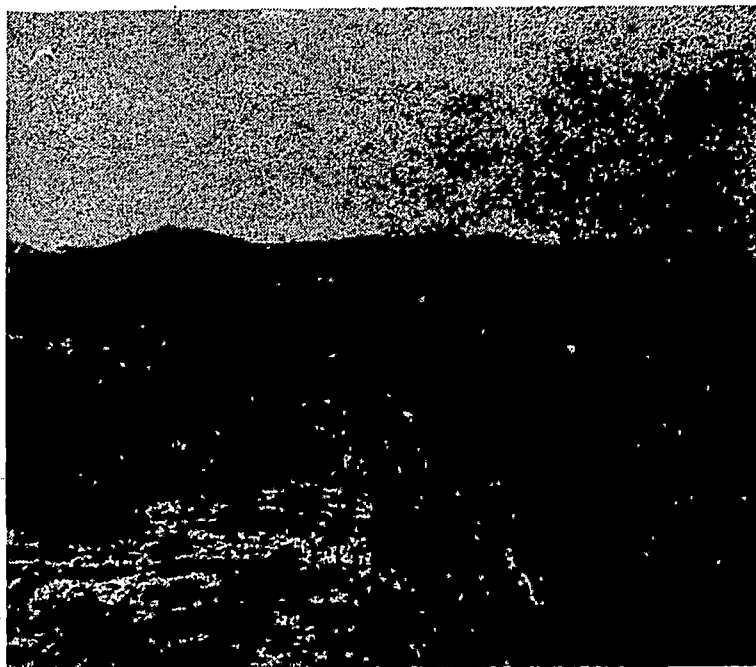
At Hiroshima, on Aug. 6, 1945, an atomic weapon was used for the first time in history. In an instant, the heart of a city was destroyed.

Pearl Harbor set in motion the train of events that produced "the bomb."

War ended quickly after this blast, and a second blast that destroyed much of Nagasaki. Yet, world opinion turned sharply against the U. S. for unleashing its secret weapon of mass destruction.

Americans, however, remembered Pearl Harbor and Japan's sneak attack that took a toll of 3,640 American dead, missing and wounded. President Truman, confronted with a decision to use or not to use "the bomb," had been advised that not to use it would mean the necessity of invading Japan at an estimated cost of 100,000 American lives, or more.

It could be that, in the end, fewer lives—both Japanese and American—were lost to the atomic bomb than would have been lost in an invasion of Japan, accompanied by massed air attacks.



Hiroshima: A-bomb changed course of war, and of the world

risks and technical difficulties were considered too great.

• What President Roosevelt regarded as a "deterrent" to war—concentrating the U. S. Fleet in a forward base at Pearl Harbor—the Japanese viewed as a "threat," which had to be eliminated before they could carry out the rest of their plans for the conquest of all Asia.

The involved story of Pearl Harbor, from the American viewpoint, has been retold many times. But what of the Japanese? From interrogation of Japanese officials, postwar memoirs and such official records as were not destroyed, it is now possible to put together the following account of the Japanese psychology and war plans:

Since 1909, the Japanese Navy had been preparing for eventual conflict with the American Fleet in the Pacific.

In 1941, with the European powers already involved in World War II, an Imperial Conference decided on a plan of conquest of all Asia, extending to India, Australia, and the Philippines—even if it meant war with the U. S.

**A knockout blow.** Adm. Isoroku Yamamoto, later killed in the war, conceived the idea of knocking out the U. S. Fleet in a single blow at Pearl Harbor. He agreed on the decision to go to war, on condition that the Pearl Harbor attack be incorporated in the

general war plan, to prevent the American Fleet from striking back at Japanese convoys to Southeast Asia.

It was a daring plan, involving some 60 ships, which would have to start out a month before the attack, with the necessity of refueling en route under adverse weather conditions, and the possibility—always—of being discovered. Surprise was essential to success.

The plan was tested in tactical war games, September 2-13. The conclusion was reached that "two thirds of the American capital ships" would be sunk at Pearl Harbor, while Japanese losses probably would be two or three aircraft carriers.

**Great risk accepted.** The Japanese were willing to commit all six of their heavy carriers to this single operation, and risk losing half of them, as a price for knocking out the U. S. Fleet in one initial blow.

Curiously, the Japanese noted that the American war potential was "seven or eight times larger than Japan's."

There was no means, it was unanimously agreed by the Japanese war planners, of directly vanquishing the U. S. in case of war against her.

But this was brushed aside. With accurate data forecasting their own ultimate defeat, the Japanese never paused to consider what they would do, after initial successes. To stop then

was equated in terms of "national humiliation." The war in Europe was supposed to keep the U. S. fully occupied.

The opening date of the war was set for December 8, Tokyo time—December 7 in Hawaii. Orders for the general offensive were issued by November 20. The Pearl Harbor task force sailed from the Kurile Islands November 25, across the fog-shrouded North Pacific. Radio communication between the ships was forbidden.

The Japanese were prepared to cancel their attack on 24-hour notice. An alert in Hawaii might have caused the Japanese task force to turn back. Or if the U. S. Fleet had been dispersed on the West Coast, the plan would never have been undertaken.

But the Pearl Harbor attack went off as it was planned, with considerably more success than the Japanese had contemplated.

**Could it happen again?** Mrs. Wohlsetter poses this question in her book:

"Would a thermonuclear attack by a totalitarian power be harder or easier to conceal than the Japanese aggression at Pearl Harbor?"

The author concludes: "There is no cause for complacency. . . . The balance of advantage seems clearly to have shifted since Pearl Harbor in favor of a surprise attacker."



THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

December 2, 1991

NATIONAL PEARL HARBOR REMEMBRANCE DAY, 1991

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BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

At 7:55 a.m. on December 7, 1941, air and naval forces of Imperial Japan launched a surprise attack against United States military installations at Pearl Harbor, Hawaii. More than 2,400 Americans were dead or missing after the attack, including 68 civilians. Another 1,178 people lay wounded. Two U.S. battleships were destroyed; another six were severely damaged. On the same day, attacks against U.S. installations in Guam, the Philippines, and elsewhere in the Pacific left a similar trail of death and destruction. Less than 24 hours later, after an impassioned address by President Franklin D. Roosevelt, the Congress declared that a state of war existed between the United States and the Empire of Japan. Thus, America became engaged in World War II, a conflict that would change the course of history, ending forever America's isolation from world events.

Across the United States, people rallied to the cry of "Remember Pearl Harbor!" While millions of brave and selfless Americans took up arms in the struggle for freedom, countless others labored and sacrificed on the home front. On our Nation's farms and in its factories, millions of workers rushed to increase production. In homes, schools, and churches, citizens of every age and every walk of life prayed for victory while making every contribution they could to the war effort. Yet this tremendous display of patriotism and resolve was more than a response to the outrage of Pearl Harbor. As President Roosevelt said:

When we resort to force, as we now must, we are determined that this force shall be directed toward ultimate good, as well as against immediate evil . . . . We are now in the midst of a war, not for conquest, not for vengeance, but for a world in which this Nation, and all that this Nation represents, will be safe for our children.

Six years after World War II began, and four years after the attack on Pearl Harbor, the United States and its Allies secured the unconditional surrender of Nazi Germany and Imperial Japan. By the end of the war, there had been more than 1,000,000 American casualties. Some 400,000 Americans had died so that others might live in freedom. Our Nation will always be grateful for their courage and sacrifices.

more

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When we remember those who served our country during World War II, we also recall President Truman's observation that the Allied victory was "a victory of more than arms alone." Indeed, while our farms, factories, mines, and shipyards produced tons of raw materials and finished goods that were essential to the war effort, as President Truman said, "back of it all were the will and spirit and determination of a free people -- who know what freedom is and who know that it is worth whatever price they had to pay to preserve it."

On this occasion, we reaffirm the solemn commitment that President Truman made when he declared, "We shall not forget Pearl Harbor." During the past five decades, that commitment has gone hand in hand with the unending task that President Roosevelt had earlier described as winning the peace. America's determination to remember the lessons of World War II and our continuing vigilance and resolve in the defense of freedom have helped to bring about the triumph of democratic ideals around the globe. Today Japan stands second to none as our ally and friend.

As we mark the 50th anniversary of the attack on Pearl Harbor, let us remember in prayer all those who died on that day and throughout World War II. Let us also honor all those World War II veterans who are still living, especially the infirm and the hospitalized. Finally, let us give thanks for the great blessings of freedom our World War II veterans helped to secure.

The Congress, by Public Law 102-68, has designated December 7, 1991, as "National Pearl Harbor Remembrance Day."

NOW, THEREFORE, I, GEORGE BUSH, President of the United States of America, do hereby proclaim December 7, 1991, as National Pearl Harbor Remembrance Day. I call upon all Americans to observe this day with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-ninth day of November, in the year of our Lord nineteen hundred and ninety-one, and of the Independence of the United States of America the two hundred and sixteenth.

GEORGE BUSH

# # #

MYTHS AND ODDITIES  
ABOUT THE DECEMBER 7, 1941 ATTACK ON PEARL HARBOR

Frequently asked questions and unusual facts about the events of December 7, 1941, the USS Arizona, and events of that day in history:

1. How many of the USS Arizona's crew survived the attack?  
Fact: Some 334 of the ship's crew of 1,511 survived, including perhaps as many as 60 who were on shore duty or on leave at the time. Total losses among the Arizona crew were 1,177.
2. How many of the crew are considered still entombed aboard the sunken vessel? Fact: Representatives of the USS Arizona Reunion Association say that 945 of their shipmates remain with the ship. That figure is computed on the basis of the number of victims whose bodies were recovered following the attack, including those that never were identified.
3. Why were the remains of some Arizona crewmen never recovered from the ship? Fact: Frantic efforts to rescue the wounded and injured marked the hours and days immediately following the attack. The bodies of many victims were indeed recovered. It was virtually impossible to recover others, however, because of the condition of the ruined ship. In time, it was accepted that no more fitting resting place could be found for the crewmen who died, and thus was born the concept of the USS Arizona Memorial.
4. Who were the youngest and oldest members of the USS Arizona's crew? Fact: It's not certain who those individuals were. There were several senior crew members who had served aboard the ship for from 12 to 15 years each. One sailor, Harlan C. (Carl) Christiansen of Columbus, Kansas, believed himself to have been both the youngest man aboard and the very last fellow to join the crew. Christiansen, an apprentice seaman, had gone aboard the Arizona only 10 days before the attack. He had his 18th birthday on September 14, 1941. His brother, Edward, 20, a baker aboard the Arizona, died in the attack.
5. It's been said that the USS Arizona was sunk in part by a bomb that went down its smokestack. True? Fact: Reports to that effect have been discredited. In fact, an armor piercing bomb from a Japanese horizontal bomber struck directly on or beside the No. 2 (forward) gun turret and exploded below decks in the ship's powder magazine. A witness likened the resulting explosion to an earthquake.
6. The skipper of the Arizona: What happened to him? Fact: Captain Franklin Van Valkenburg and the commander of the First Battleship Division, Rear Admiral Isaac Campbell Kidd, both were killed in the attack and went down with the ship. Both were last known to have been at their stations on the bridge of the

Arizona. Their bodies were never recovered.

7. What happened to the USS Arizona following the attack? Fact: The Arizona and the battleship Utah, on the opposite (west) side of Ford Island, were the only ships not re-floated after the attack. Neither was a hazard to shipping lanes, and so were left where they lay. Both were, and are, officially listed as sunk by enemy action.
8. Are burial services still allowed aboard the Arizona? Fact: True. The National Park Service, with the concurrence of the U. S. Navy, extends to surviving crew members the prerogative of having their cremated remains placed aboard the sunken battleship. Five such placements have been made as of 1990.
9. How many brothers and father-and-son combinations were aboard the USS Arizona? Fact: There were as many as 34 sets of brothers, including three sets of three brothers. Among the latter, in each case, two brothers perished and one survived. In the case of nine sets of brothers, one died and one survived. Forty-five of the then 48 states were represented among the Arizona's victims.
10. There were reports that Japanese sympathizers on the island of Oahu cut giant arrows in sugar cane fields on Oahu, directing Japanese attackers to Pearl Harbor. Fact: Untrue. As author Gordon W. Prange wrote in his book "At Dawn We Slept," "Missing Pearl Harbor from the air . . . would be like overlooking a bass drum in a telephone booth."
11. What happened to the midget submarines that the Japanese used in the attack? Did they inflict any damage on U. S. ships? Fact: Five mini-sub's were launched by larger (I-class) Japanese submarines prior to the attack on Pearl Harbor. Each carried a crew of two, and was armed with two torpedoes. None succeeded in inflicting any damage whatever. One mini-sub is known to have penetrated Pearl Harbor. She was rammed and sunk by the U. S. destroyer Monaghan off Ford Island. Another was sunk by the destroyer Ward off the entrance to Pearl Harbor. A third grounded on Oahu's windward coast; it was recovered and for some years has been on exhibition at Key West, Florida. A fourth was recovered from just inside the Pearl Harbor entrance; it was returned to Japan for display at that country's Naval Academy at Etajima. The fifth has never been located, but it was believed sunk somewhere off the entrance to Pearl Harbor.
12. What became of the crew members of those mini-sub's? Fact: Only one was known to have survived, Ensign Kazuo Sakamaki, whose sub grounded off Kaneohe, on the eastern coast of Oahu, far removed from Pearl Harbor. He swam ashore and collapsed there, to be taken prisoner by Sgt. David Akui -- an American soldier of Japanese ancestry. Sakamaki's fellow crew member, Kiyoshi Inagaki, never was found; he is believed to have drowned.

What happened to the above-water portions of the USS Arizona following the attack? Fact: When it was determined that the battleship could not be successfully re-floated, salvage workers removed many of the battleship's weapons and much of her ammunition. Six of her 14-inch guns were removed and offered to the Army. Eventually, the wrecked superstructure of the fallen giant was removed.

14. There were stories about some sailors who survived for a time in one of the sunken ships. What happened? Fact: The West Virginia was indeed sunk at its mooring along Battleship Row, its lower decks flooded. In the salvage operation, the bodies of three sailors were discovered in one compartment that somehow remained free of water. Markings on the bulkhead indicated that the trio had survived until at least December 23, living on tins of food and water, before their air supply was exhausted.
15. How many ships were lost or damaged beyond recovery during the attack? Fact: Of about 100 warships in Pearl Harbor on December 7, 1941, 19 were heavily damaged or sunk. All but three were repaired and returned to action later in World War II. Those that did not were the Arizona, the Utah and the Oklahoma.
16. What happened later in the war to the 30 ships in the Japanese attack force? Fact: With one exception, all were sunk during Pacific engagements. These included all six aircraft carriers that launched planes used in the attack on Pearl Harbor.
17. Who commanded the Japanese attack force of aircraft, and what became of him? Fact: Mitsuo Fuchida led the fleet of Japanese planes and went on to survive the war. Immediately following Japan's surrender, however, he joined the ministry and became a lay minister in Japan.
18. What is the unusual story associated with the American cruiser Phoenix that was in Pearl Harbor on December 7, 1941? Fact: Years after World War II, the Phoenix was sold to the Argentine navy and was reconfigured and renamed the General Belgrano. It was sunk by the British during the Falkland Islands fighting in 1982.
19. How many servicemen won the Congressional Medal of Honor, the nation's highest military honor, for exceptional acts of heroism during the attack on Pearl Harbor? Fact: Fifteen U. S. Navy men and one U. S. Marine were awarded Congressional Medals of Honor, 11 of them posthumously. Of those honored, only two survived as of 1991: Capt. Donald K. Ross of Port Orchard, Washington, and Lt. John William Finn of Pine Valley, California.
20. Didn't our government know that we were about to be attacked? Fact: The U. S. had indeed broken the Japanese diplomatic code, and U. S. leaders suspected that the Japanese were preparing to attack British, Dutch, and possibly U. S. possessions in the Far East. But there is no evidence to suggest

at the attack on Pearl Harbor itself was expected.

21. In what depth of water did the Arizona sink? Fact: The battleship rests in about 40 feet of water and about 20 feet of mud.

22. Is the Arizona still officially a part of the U. S. fleet? Fact: No. She was not decommissioned -- sunken ships cannot be decommissioned. Her name was removed from the Navy's register of warships on December 1, 1942.

23. When and how did the custom of flying our nation's flag over the Arizona originate? Fact: On March 7, 1950, the commander of the U. S. Pacific Fleet ordered the flag flown over the sunken battleship as an act of remembrance. Today and every day since then, a color guard faithfully raises and lowers the national ensign as on any commissioned ship of the fleet.

24. Were any Navy chaplains killed in the attack? Fact: Two Navy chaplains died -- the first of their calling to perish during World War II. One was Captain Thomas L. Kirkpatrick, Presbyterian chaplain aboard the Arizona. The other was Lt. (jg) Aloysius H. Schmitt, Catholic chaplain on the USS Oklahoma.

25. Other than for the USS Arizona, what ship suffered the greatest single loss among its crew? Fact: The USS Oklahoma lost 448 men when it was struck by torpedoes and bombs and capsized within 10 minutes. The Oklahoma carried a crew of about 1,300.

26. What happened to the Oklahoma immediately after the attack? Fact: Throughout Monday and Tuesday, December 8 and 9, rescuers cut through the steel hull of the capsized battleship and retrieved 32 crew members from the compartments where they were trapped. These men and some 700 others who survived were eventually reassigned to other ships in the Atlantic and Pacific fleets.

27. And still later, what became of the Oklahoma? Fact: Because the ship was blocking part of the Pearl Harbor channel, she was raised as part of an effort that began in 1943. It was apparent, however, that she could not profitably be salvaged, and so the vessel was stripped and sold for about \$46,000. She was under tow to San Francisco on \_\_\_\_\_ when she suddenly developed a list and sank, unwilling, some said, to suffer the indignity of going to the scrap heap.

28. What did entertainer Elvis Presley have to do with the USS Arizona Memorial? Fact: Presley performed before about 6,000 persons in a benefit appearance that raised a total of \$48,000 to help construct the Memorial. The performance took place on \_\_\_\_\_ at Bloch Arena in Honolulu.



DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
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REMARKS:

IF YOU HAVE ANY QUESTIONS  
OR NEED MORE INFORMATION  
PLEASE CALL.

- USS CALIFORNIA (BB-44)
- USS MARYLAND (BB-46)
- USS NEVADA (BB-36)
- USS TENNESSEE (BB-43)
- USS WEST VIRGINIA (BB-48)
- USS HONOLULU (LL-48)
- USS HELENA (LL-50)
- USS RALEIGH (LL-7)

BILL

put her in Mare Island Navy Yard in reduced commission through the summer of 1915. *San Diego* returned to duty as flagship through 12 February 1917, when she went into reserve status until the opening of World War I. Placed in full commission 7 April, the cruiser operated as flagship for Commander, Patrol Force, Pacific Fleet, until 18 July, when she was ordered to the Atlantic Fleet. Reaching Hampton Roads, Va., 4 August, she joined Cruiser Division 2, and later broke the flag of Commander, Cruiser Force, Atlantic, which she flew until 19 September.

*San Diego's* essential mission was the escort of convoys through the first dangerous leg of their passages to Europe. Based on Tompkinsville, N.Y., and Halifax, N.S., she operated in the weather-torp, submarine-infested North Atlantic safely conveying all of her charges to the ocean escort. On 19 July 1918, bound from Portsmouth, N.H., to New York, *San Diego* was torpedoed by the German submarine *U-156* southeast of Fire Island. The cruiser sank in 28 minutes with the loss of 6 lives, the only major warship lost by the United States in World War I.

## III

*California* (No. 249), see *Hawaii*

## IV

The fourth *California* (No. 647), motor boat, served in the Navy during 1917-18.

## V

(BB-44: dp. 32,300; l. 624'6"; b. 97'4"; dr. 30'3"; s. 21 k.; epl. 1,088; a. 12 14", 14 5", 4 3", 2 21" tt.; cl. *Tennessee*)

The fifth *California* (BB-44) was launched 20 November 1919 by Mare Island Navy Yard; sponsored by Mrs. R. T. Zane; and commissioned 10 August 1921, Captain H. J. Ziegemeier in command; and reported to the Pacific Fleet as flagship.

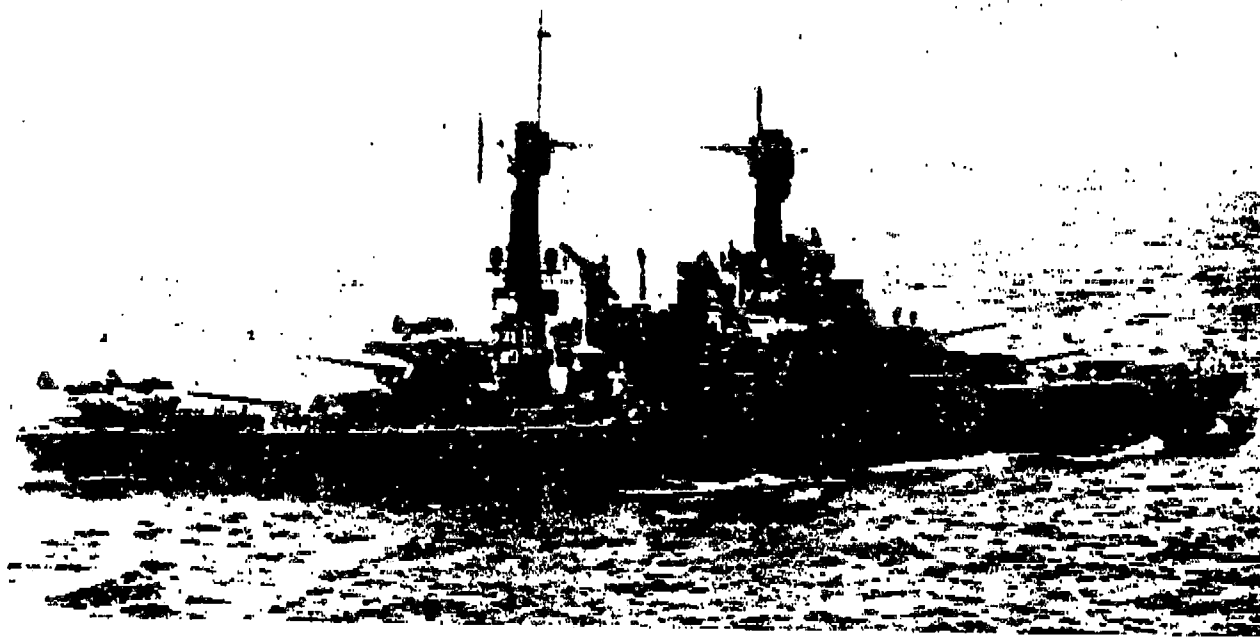
For 20 years from 1921 until 1941, *California* served first as flagship of the Pacific Fleet, then as flagship of the Battle Fleet (Battle Force), U.S. Fleet. Her annual activities included joint Army-Navy exercises, tactical and organizational development problems, and fleet concentrations for various purposes. Intensive training and superior performance won her the Battle Efficiency Pennant for 1921-22, and the Gunnery "E" for 1925-26.

In the summer of 1925 *California* led the Battle Fleet and a division of cruisers from the Scouting Fleet on a very successful good-will cruise to Australia and New Zealand. She took part in the Presidential reviews of 1927, 1930, and 1934. She was modernized in late 1929 and early 1930 and equipped with an improved anti-aircraft battery.

In 1940 *California* switched her base to Pearl Harbor. On 7 December 1941 she was moored at the southernmost berth of "Battleship Row" and was with other dreadnoughts of the Battle Force when the Japanese launched their aerial attack. As she was about to undergo a material inspection, watertight integrity was not at its maximum; consequently the ship suffered great damage when hit. At 0805 a bomb exploded below decks, setting off an anti-aircraft ammunition magazine and killing about 50 men. A second bomb ruptured her bow plates. Despite valiant efforts to keep her afloat, the intruding water could not be isolated and *California* settled into the mud with only her superstructure remaining above the surface. When the action ended, 98 of her crew were lost and 61 wounded.

On 25 March 1942 *California* was refloated and dry-

*W. Nimitz, Fleet Admiral, USA*



USS *California* (BB-44). FADM Nimitz served in *California* as Aide and Assistant Chief of Staff to Commander in Chief, U.S. Fleet

departed under her own power, for Puget Sound Navy Yard where a major reconstruction job was accomplished, including improved protection, stability, AA battery, and fire control system.

*California* departed Bremerton 31 January 1944 for shakedown at San Pedro, and sailed from San Francisco 5 May for the invasion of the Marianas. Off Saipan in June, she conducted effective shore bombardment and call fire missions. On 14 June she was hit by a shell from an enemy shore battery which killed one man and wounded nine. Following Saipan, her heavy guns helped blast the way for our assault force in the Guam and Tinian operations (18 July-9 August). On 24 August she arrived at Espiritu Santo for repairs to her port bow damaged in a collision with *Tennessees* (BB-43).

On 17 September 1944 *California* sailed to Manus to ready for the invasion of the Philippines. From 17 October to 20 November she played a key role in the Leyte operation, including the destruction of the Japanese fleet in the Battle of Surigao Strait (25 October). On 1 January 1945 she departed the Palaus for the Luzon landings. Her powerful batteries were an important factor in the success of these dangerous operations driven home into the heart of enemy-held territory under heavy air attack. On 6 January while providing shore bombardment at Lingayen Gulf she was hit by a kamikaze plane; 44 of her crew were killed and 155 were wounded. Undeterred she made temporary repairs on the spot and remained carrying out her critical mission of shore bombardment until the job was done. She departed 28 January for Puget Sound Navy Yard, arriving 15 February, for permanent repairs.

*California* returned to action at Okinawa 15 June 1945 and remained in that embattled area until 21 July. Two days later she joined TF 95 to cover the East China Sea minesweeping operations. After a short voyage to San Pedro Bay, P.I., in August, the ship departed Okinawa 20 September to cover the landing of the 6th Army occupation force at Wakanoura Wan, Honshu. She remained supporting the occupation until 15 October, then sailed via Singapore, Colombo, and Capetown, to Philadelphia, arriving 7 December. She was placed in commission in reserve there 7 August 1946; out of commission in reserve 14 February 1947; and sold 10 July 1959.

*California* received seven battle stars for World War II service.

*California State*, see *Henry County*

### *Californian*

A resident of California.

(AK: t. 5,658; l. 413'; b. 51'; dr. 26'2"; s. 10 k.; cpl. 78)

*Californian*, a cargo vessel, was launched 12 May 1900, by Union Iron Works, San Francisco, Calif., transferred from the Shipping Board 13 May 1918; and commissioned the following day, Lieutenant Commander D. Malman, USNRF, in command.

*Californian* immediately loaded a cargo of coal, fuel oil, and general supplies for the American troops in France and sailed on the last day of May 1918 to join a convoy off New York. On 22 June while proceeding through the dangerous waters of the Bay of Biscay she struck a mine. Although a gallant attempt was made to tow the stricken ship to port, she sank later that day. Her crew abandoned in good order to be picked up by *Corsair* without suffering any casualties.

### *Callph*

Former name retained.

*Callph* (No. 272), a motor boat free leased to the Navy

... placed in service in the 4th Naval District where she performed patrol duty until December of that year. *Callph* was commissioned on 1 April 1918 and assigned to duty with the District Communication Superintendent at Marcus Hook. She was decommissioned on 2 December 1918 and returned to her owner.

### *Calistoga*

Former name retained.

*Calistoga* (YFB-21), a ferryboat, placed in service 18 September 1941, served in the 12th Naval District, housing personnel at the Mare Island Navy Yard, during World War II.

### *Callaghan*

Born in San Francisco, Calif., 28 July 1890, Daniel Judson Callaghan graduated from the Naval Academy in 1911. His prewar service included command of *Truxtun* (Destroyer No. 14), staff duty afloat and ashore, and duty as Naval aide to the President. He commanded *San Francisco* (CA-38) from May 1941 to May 1942, then served as chief of staff to Commander, South Pacific area and South Pacific Force. Rear Admiral Callaghan was killed in action in the bitter naval Battle of Guadalcanal 18 November 1942 while commanding forces that helped turn back a far stronger Japanese fleet. He was posthumously awarded the Congressional Medal of Honor for extraordinary heroism during the action in which he gave his life.

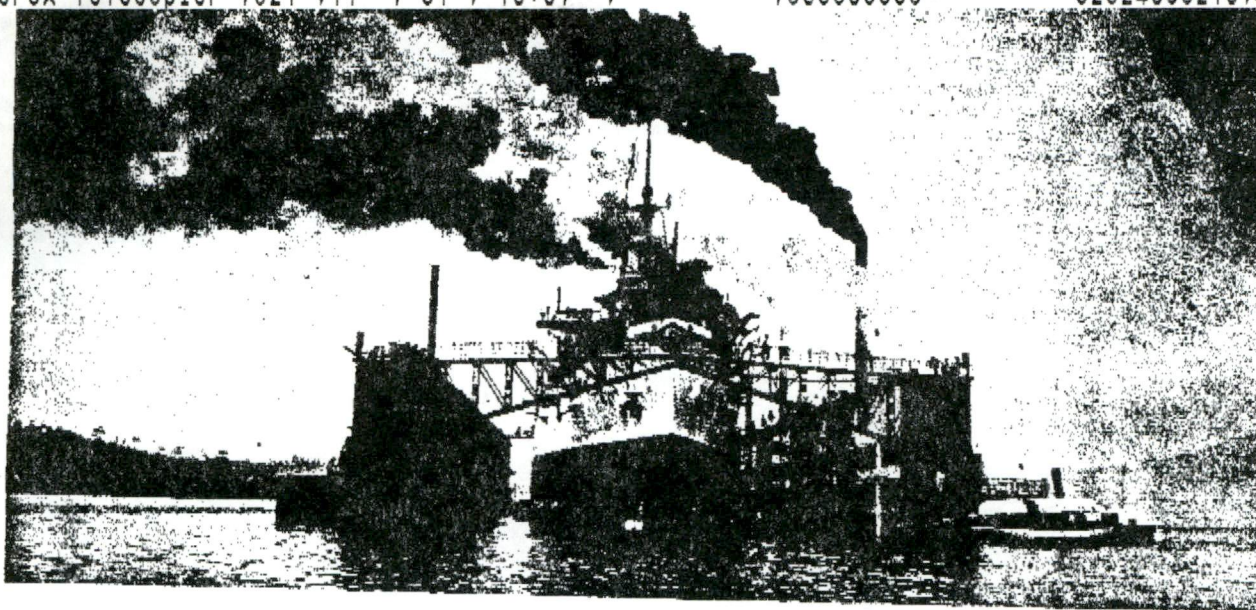
(DD-792: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 35 k.; cpl. 320; a. 5 5", 10 21" tt., 6 dep., 2 dct.; cl. Fletcher)

*Callaghan* (DD-792) was launched 1 August 1943 by Bethlehem Steel Co., San Pedro, Calif.; sponsored by Mrs. D. J. Callaghan; commissioned 27 November 1943, Commander F. J. Johnson in command; and reported to the Pacific Fleet.

*Callaghan* sailed from the west coast 5 February 1944 to plunge into action with fast-striking 5th Fleet in smashing air raids on the Palaus, Yap, Ulithi, and Woleai from 30 March to 1 April. Based on Manus in April, *Callaghan* supported the Hollandia operation through important services as picket ship during air strikes, and screening the valuable tankers.

From June to August 1944 *Callaghan* provided screen for escort carriers softening up, and later supporting the invasions of Saipan, Tinian, and Guam. At Saipan, *Callaghan's* guns joined in driving off a heavy Japanese air attack on 17 June, helping splash three enemy planes. *Fanshaw Bay* (CVE-70) was struck by a bomb in this attack, and *Callaghan* shielded the crippled escort carrier safely back to Eniwetok. Late in August *Callaghan* began operations as escort for air strikes on the Palaus, Mindanao, Luzon, and the Central Philippines in support of the invasion of the Palaus, a stepping stone to the Philippines.

With the long-awaited return to the Philippines scheduled for mid-October 1944, *Callaghan* steamed in the screen of the carrier force conducting essential preliminary neutralization of Japanese airfields in Formosa and Okinawa. During a heavy enemy air attack on 14 October, *Callaghan* joined in downing several planes. Sailing on to stand guard off the invasion area on Leyte, *Callaghan's* force contributed air power in the decisive Battle for Leyte Gulf, which insured the Allied advance in the Philippines against the desperate Japanese efforts to break up the landings. After pursuing Japanese cripples fleeing north, *Callaghan* returned to support the Philippine operations, in company with the 3d Fleet, for air strikes on Luzon. En route, on 8 November, *Reno* (CL-96) was torpedoed, and *Callaghan*



USS *Maryland* (ACR-8) in Dewey drydock. The dock was built in 1905 and towed to Manila, arriving in July 1906. Dewey drydock was destroyed during World War II. Photo courtesy of Mr. D. M. McPherson.

News, Va., 7 October 1901; launched 12 September 1903; sponsored by Miss Jennie Scott Waters; and commissioned 18 April 1905, Capt. R. R. Ingersoll in command.

In October 1905, following shakedown, *Maryland* joined the Atlantic Fleet for operations along the east coast and in the Caribbean, where she took part in the 1906 winter maneuvers off Cuba. The next summer she conducted a training cruise for Massachusetts Naval Militiamen, and then readied for transfer to the Pacific. Departing Newport 8 September 1906, she sailed, via San Francisco and Hawaii, for the Asiatic station where she remained until October 1907. She then returned to San Francisco and for the next decade she cruised throughout the Pacific, participating in survey missions to Alaska (1912 and 1918); carrying Secretary of State Knox to Tokyo for the funeral of Emperor Meiji Tenno (September 1912); steaming off the Central American coast to aid, if necessary, Americans endangered by political turmoil in Mexico and Nicaragua (1913, 1914, and 1916); and making numerous training cruises to Hawaii and the South-Central Pacific.

When Congress declared war on Germany, 6 April 1917, the armored cruiser, renamed *Frederick*, 9 November 1916, was en route from Puget Sound to San Francisco. Taking on men and supplies at the latter port, she got underway for the Atlantic. From May 1917 through January 1918 she patrolled the southeastern Atlantic off the coast of South America. On 1 February she was assigned to escort duty in the North Atlantic and until the signing of the Armistice she convoyed troopships east of the 87th meridian. By 20 November she was attached to the Cruiser and Destroyer Force and before mid-1919 had completed six round trips returning troops from France. Detached from that duty, she entered the Philadelphia Navy Yard where she was briefly placed in reduced commission.

*Frederick* crossed the Atlantic again, carrying the U.S. Olympic Team to Antwerp, Belgium, as she conducted a naval reservist training cruise in July of 1920. At the end of that year she returned to the Pacific Fleet. Serving as flagship of the Train, Pacific Fleet, for the next year, she conducted only one lengthy cruise, to South America in March 1921. Operations off the west coast took up the remainder of her active duty career and on 14 February 1922 she decommissioned and entered the Reserve Fleet

at Mare Island. She was struck from the Naval Register 13 November 1929 and sold 11 February 1930.

### III

(BB-46: dp. 32,600; l. 624'; b. 97'6"; dr. 30'8"; s. 21.17 k.; cpl. 1,080; a. 8 16", 12 5", 4 3", 4 6-pdr., 2 21" tt.; cl. *Colorado*)

*Maryland* (BB-46) was laid down 24 April 1917 by Newport News Shipbuilding Co., Newport News, Va.; launched 20 March 1920; sponsored by Mrs. E. Brook Lee, wife of the Comptroller of the State of Maryland; and commissioned 21 July 1921, Capt. C. F. Preston in command.

With a new type seaplane catapult and the first 16-inch guns mounted on a U.S. ship, *Maryland* was the pride of the Navy. Following an east coast shakedown she found herself in great demand for special occasions. She appeared at Annapolis for the 1922 Naval Academy graduation and at Boston for the anniversary of Bunker Hill and the Fourth of July. Between 18 August and 23 September she paid her first visit to a foreign port transporting Secretary of State Charles Evans Hughes to Rio de Janeiro for Brazil's Centennial Exposition. The next year, after fleet exercises off the Panama Canal Zone, *Maryland* transited the canal in the latter part of June to join the battle fleet stationed on the west coast.

She made a good will voyage to Australia and New Zealand in 1925, and transported President-elect Herbert Hoover on the Pacific leg of his tour of Latin America in 1928. Throughout these years and the 1930's she served as a mainstay of fleet readiness through tireless training operations. In 1940 *Maryland* and the other battleships of the battle force changed their bases of operations to Pearl Harbor. She was present at battleship row along Ford Island when Japan struck 7 December 1941.

A gunner's mate striker, writing a letter near his machinegun, brought the first of his ship's guns into play, shooting down one of two attacking torpedo planes. Inboard of *Oklahoma* and thus protected from the initial torpedo attack, *Maryland* managed to bring all her anti-aircraft batteries into action. Despite two bomb hits she continued to fire and, after the attack, sent firefighting parties to assist her sister ships. The Japanese announced that she had been sunk, but 30 December, battered yet

Yard.

She emerged 26 February 1942 not only repaired but modernized and ready for great service. During the important Battle of Midway, the old battleships, not fast enough to accompany the carriers, operated as a backup force. Thereafter *Maryland* engaged in almost constant training exercises until 1 August, when she returned to Pearl Harbor.

Assigned sentinal duty along the southern supply routes to Australia and the Pacific fighting fronts, *Maryland* and *Colorado* operated out of the Fiji Islands in November and advanced to the New Hebrides in February 1943. Her return to Pearl Harbor after 10 months in the heat of the South Pacific brought the installation of additional 40mm. antiaircraft protection.

In the vast amphibious campaigns of the Pacific the firepower of *Maryland* and her sister ships played a key role. Departing the Hawaiian Islands 20 October for the South Pacific, *Maryland* became flagship for Rear Adm. Harry W. Hill's Southern Attack Force in the Gilberts Invasion, with Maj. Gen. Julian C. Smith, Commander, 2d Marine Division, embarked. Early on 20 November her big guns commenced 5 days of shore bombardment and call fire assignment in support of one of the most gallant amphibious assaults in history, at Tarawa. After the island's capture, she remained in the area protecting the transports until she headed back to the United States 7 December.

*Maryland* steamed from San Pedro 18 January 1944, rendezvoused with TF 58 at Hawaii, and sailed in time to be in position off the well-fortified Kwajalein Atoll in the Marshalls on the morning of the 31st. Assigned to reduce pillboxes and blockhouses on Roi Island, the old battleship fired splendidly all day and again the following morning until the assault waves were within 500 yards of the beach. Following the operation she steamed back to Bremerton, Wash., for new guns and an overhaul.

Two months later *Maryland*, again readied for battle, sailed westward 5 May to participate in the biggest campaign yet attempted in the Pacific war—Saipan. Vice Adm. R. K. Turner allotted TF 52 3 days to soften up the island before the assault. Firing commenced 0345 on 14 June. Silencing two coastal guns, *Maryland* encountered little opposition as she delivered one devastating barrage after another. The Japanese attempted to strike back through the air. On the 18th the ship's guns claimed their first victim but 4 days later a Betty sneaked in flying low over the still-contested Saipan hills and found two anchored battleships. Crossing the bow of *Pennsylvania*, she dropped a torpedo which opened a gaping hole in *Maryland's* bow, portside. Casualties were light and in 15 minutes she was underway for Eniwetok, and shortly thereafter to the repair yards at Pearl Harbor.

With an around-the-clock effort by the shipyard workers, on 13 August, 34 days after arrival, the ship again steamed forth for the war zone. Rehearsing briefly in the Solomons, she joined Rear Adm. J. E. Oldendorf's Western Fire Support Group (TG 32.5) bound for the Palau Islands. Firing first on 12 September to cover minesweeping operations and underwater demolition teams, she continued the shore bombardment until the landing craft approached the beaches on the 15th. Four days later organized resistance collapsed, permitting the fire support ships to retire to the Admiralty Islands.

Reassigned to the 7th Fleet, *Maryland* sortied 12 October to cover the important initial landings in the Philippines at Leyte. Despite floating mines, the invasion force entered Leyte Gulf on the 18th. The bombardment the following day and the landings of the 20th went well, but the Japanese decided to contest this success with both kamikazes and a three-pronged naval attack.

Forewarned by submarines and scout planes, the American battleship-cruiser force steamed 24 October to the southern end of Leyte Gulf to protect Surigao Strait. Early on the 25th the enemy battleships *Fuso* and *Yamishiro* led the Japanese advance into the Strait. The waiting Amer-

pedoes from the fleeing PT boats, then more torpedoes from the daring destroyers. Next came gunfire from the cruisers. Finally, at 0355 the readied guns of the battleship line opened fire. Thunderous salvos of heavy caliber fire slowed the enemy force and set the Japanese battleships on fire. Leaving their doomed battleships behind, the decimated enemy ships fled; only a remnant of the original force escaped subsequent naval air attacks. Similarly other U.S. forces blunted and repulsed attacks by the center and northern enemy forces during the decisive Battle for Leyte Gulf.

In the aftermath of this important victory, *Maryland* patrolled the southern approaches to Surigao Strait until 20 October; after replenishment at Manus, Admiralties, she resumed patrol duty 16 November. Japanese air attacks continued to pose a definite threat. During a raid on 27 November, guns of TG 77.2 splashed 11 of the attacking planes. Shortly after sunset 2 days later, a determined suicide plane dove through the clouds and crashed *Maryland* between turrets No. 1 and 2. Thirty-one sailors died in the explosion and fire that followed; however, the sturdy battleship continued her patrols until relieved 2 December. She reached Pearl Harbor 19 December and during the next 2 months workmen repaired and refitted "Fighting Mary."

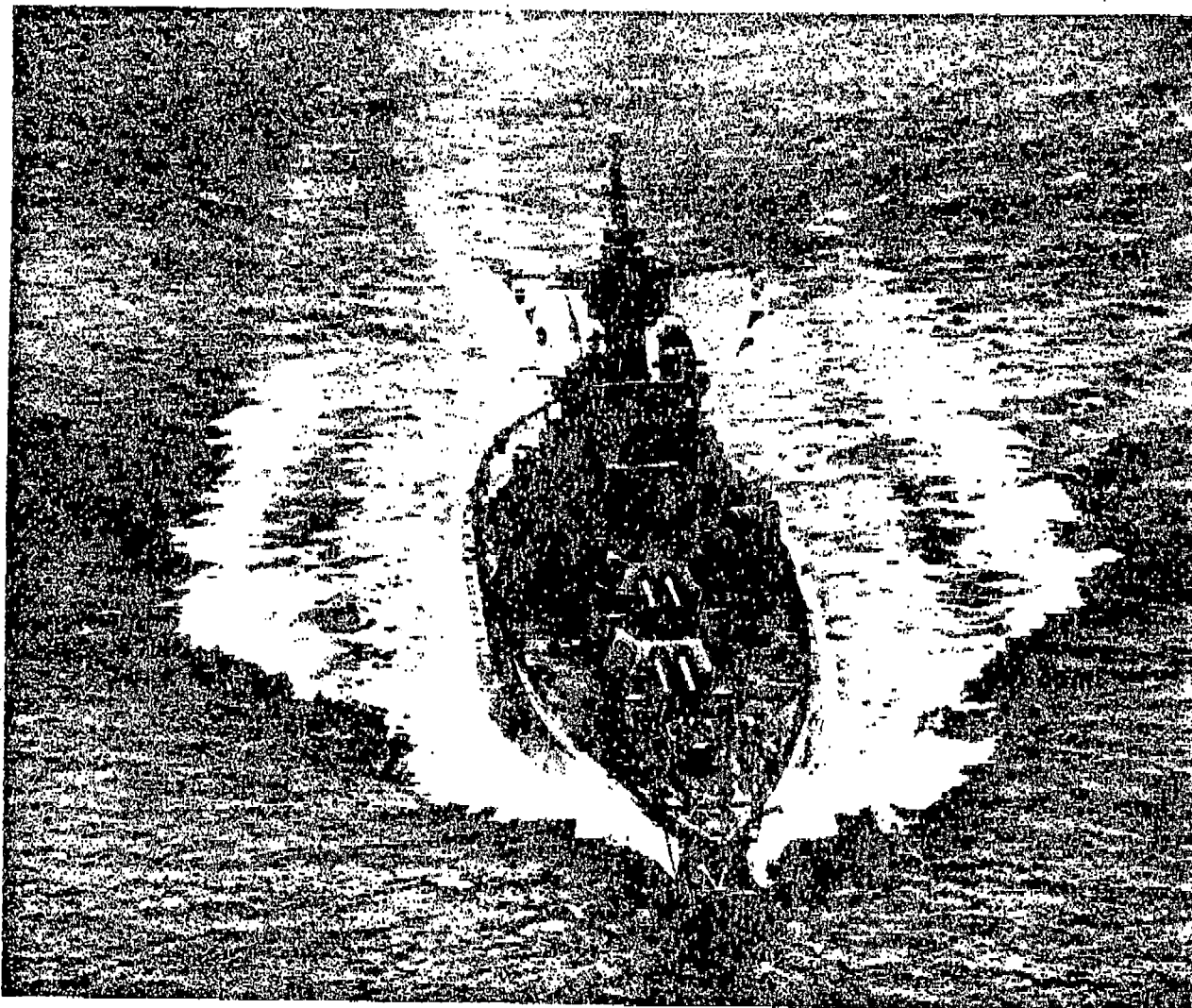
After refresher training, *Maryland* headed for the western Pacific 4 March 1945, arriving Ulithi the 16th. There she joined Rear Adm. M. L. Deyo's TF 54 and on 21 March departed for the invasion of Okinawa. She closed the coast of Okinawa 25 March and began pounding assigned targets along the southeastern part of the Japanese island fortress. In addition, she provided fire support during a diversionary raid on the southeast coast drawing enemy defenses from the main amphibious landings on the western beaches. On 3 April she received a fire support call from *Minneapolis* (CA-36). The cruiser was unable to silence entrenched shore batteries with 8-inch fire and called on "Fighting Mary's" mighty 16-inch guns for aid. The veteran battleship hurled six salvos which destroyed the enemy artillery.

*Maryland* continued fire support duty until 7 April when she sailed with TF 54 to intercept a Japanese surface force to the northward. These ships, including mighty battleship *Yamato*, came under intense air attacks that same day, and planes of the Fast Carrier Task Force sank six of 10 ships in the force. At dusk on the 7th *Maryland* took her third hit from enemy planes in 10 months. A suicide plane loaded with a 500-pound bomb crashed the top of turret No. 8 from starboard. The explosion wiped out the 20mm. mounts, causing 58 casualties. As before, however, she continued to blast enemy shore positions with devastating 16-inch fire. While guarding the western transport area 12 April, she splashed two planes during afternoon raids.

On 14 April *Maryland* left the firing line as escort for retiring transports. Steaming via the Marianas and Pearl Harbor, she reached Puget Sound 7 May and entered the Navy Yard at Bremerton the next day for extensive overhaul. Completing repairs in August, she now entered the "Magic Carpet" fleet. During the next 4 months she made five voyages between the west coast and Pearl Harbor, returning more than 9,000 combat veterans to the United States.

Arriving Seattle, Wash., 17 December, she completed "Magic Carpet" duty. She entered Puget Sound Naval Shipyard 15 April 1946 and was placed in commission in reserve on an inactive basis 15 July. She decommissioned at Bremerton 8 April 1947 and remained there as a unit of the Pacific Reserve Fleet. *Maryland* was sold for scrapping to Learner Co. of Oakland, Calif., 8 July 1959.

On 2 June 1961 the Honorable J. Millard Tawes, Governor of Maryland, dedicated a lasting monument to the memory of the venerable battleship and her fighting men. Built of granite and bronze and incorporating the bell of "Fighting Mary," this monument honors a ship and her



USS *Maryland* (BB-46)—23 April 1944.

men whose service to the Nation reflected the highest traditions of the naval service. This monument is located on the grounds of the State House, Annapolis, Md.

*Maryland* received seven battle stars for World War II service.

#### *Mary Linda*

(CLBt: t. 118.)

The canal boat *Mary Linda* was purchased 16 July 1864 at Philadelphia to be sunk as part of the "stone fleet." She was sunk as an obstruction 16 September 1864.

#### *Mary Louise*

A former name retained.

(SP-236: l. 47'10"; b. 9'6"; dr. 4'; s. 8 k.)

*Mary Louise* (SP-356), built by Milton Point Shipyard, N.Y., was acquired by the Navy on a free-lease basis from J. S. Williams, Wilmington, N.C., 24 August 1917, and placed in service 27 August 1917 for section patrol in the 6th Naval District. *Mary Louise* was returned to her owner 30 October 1917.

#### *Mary M*

(SP-3274: t. 26; l. 84'0"; b. 12'2"; dr. 4'0"; s. 10 mph.)

*Mary M* (SP-3274), a wooden-hulled motorboat built at Sharptown, Md., in 1904, was purchased by the Navy in 1919 from J. G. White Engineering Co.

Assigned to the 6th Naval District, *Mary M* served as a launch at Indian Head, Md., until sold 1 May 1922.

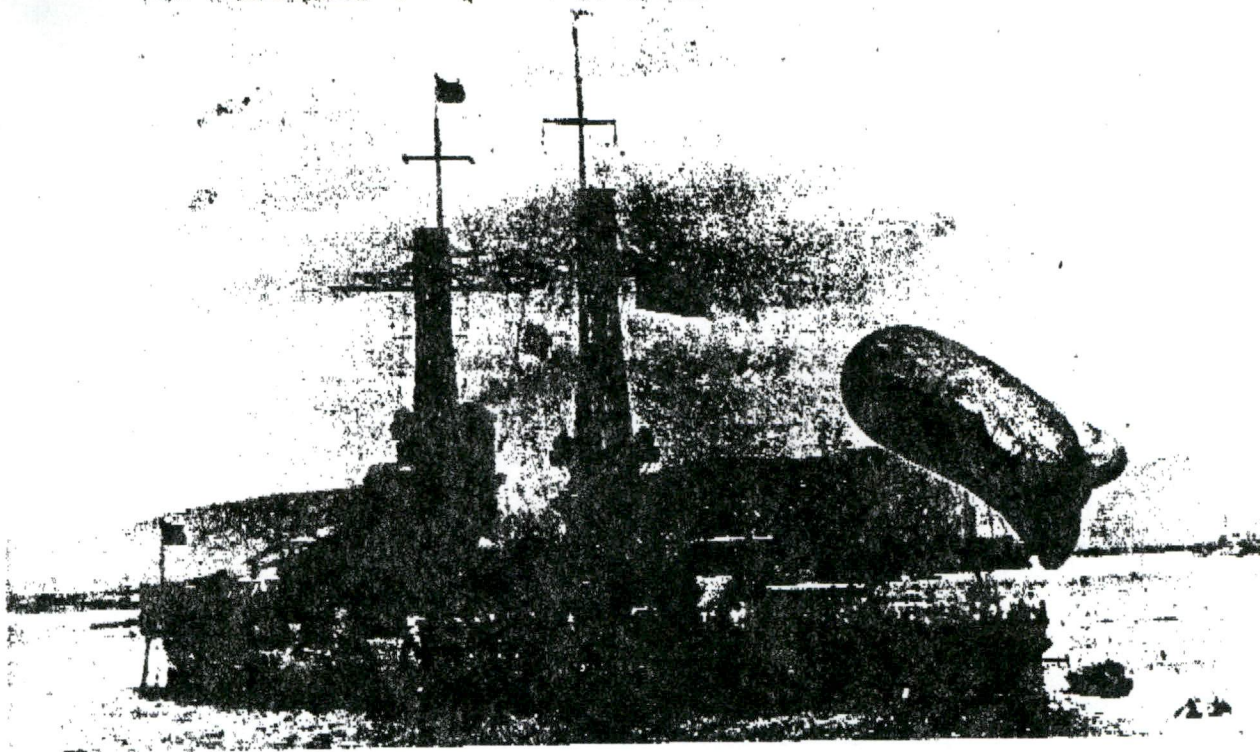
#### *Mary Pope*

A former name retained.

(SP-291: t. 13; l. 52'; b. 8'5"; dr. 2'7"; s. 14.7 k.; cpl. 4; a. 1 mg.)

*Mary Pope* (SP-291), a wooden-hulled motorboat built in 1915 as *Manitac* and later renamed *Madge* by Gass Engineering & Power Co. and C. L. Seabury, Morris Heights, N.Y., was purchased by the Navy from R. W. Bingham 9 August 1917.

After serving on section patrol through the remainder of World War I, *Mary Pope* was struck from the Navy list 31 March 1919. However, while still in custody of the Navy, she was wrecked 10 September 1919.



USS *Nevada* (BB-36) in Guantánamo Bay, 1919. Observation balloon is attached to the battleship.

## II

(BB-36: dp. 27, 500; l. 533'; b. 85'3"; dr. 23'6"; s. 20.5 k.;  
cp. 864; a. 10 14", 21 5", 4 21" tt.; cl. *Nevada*)

The second *Nevada* (BB-36) was laid down 4 November 1912 by the Fore River Shipbuilding Co., Quincy, Mass.; launched 11 July 1914; sponsored by Miss Eleanor Anne Seibert, niece of Governor Tasker L. Oddie of Nevada and descendant of Secretary of the Navy Benjamin Stoddert; and commissioned 11 March 1916, Capt. William S. Sims in command.

*Nevada* joined the Atlantic Fleet at Newport 26 May 1916 and operated along the east coast and in the Caribbean until World War I. After training gunners out of Norfolk, she sailed 13 August 1918 to serve with the British Grand Fleet, arriving Bantry Bay, Ireland 23 August. She made a sweep through the North Sea and escorted transport *George Washington*, President Woodrow Wilson embarked, during the last day of her passage into Brest, France, before sailing for home 14 December.

*Nevada* served in both Atlantic and Pacific Fleets in the period between the wars. In September 1922 she represented the United States in Rio de Janeiro for the Centennial of Brazilian Independence. From July to September 1925, she participated in the U.S. Fleet's goodwill cruise to Australia and New Zealand, which demonstrated to our friends down under, and to the Japanese, our ability to make a self-supported cruise to a distance equal to that to Japan. Modernized at Norfolk Naval Shipyard between August 1927 and January 1930, *Nevada* served in the Pacific Fleet for the next decade.

On 7 December 1941, *Nevada* was moored singly off Ford Island, and had a freedom of maneuver denied the other 8 battleships present during the attack. As her gunners opened fire and her engineers got up steam, she was struck by one torpedo and two, possibly three, bombs from the Japanese attackers, but was able to get underway. While attempting to leave harbor she was struck again. Fearing she might sink in the channel, blocking it, she was beached at Hospital Point. Gutted forward, she lost 50 killed and 109 wounded.

Refloated 12 February 1942, *Nevada* repaired at Pearl Harbor and Puget Sound Navy Yard, then sailed for Alaska where she provided fire support for the capture of Attu 11 to 18 May. In June she sailed for further modernization at Norfolk Navy Yard, and in April 1944 reached British waters to prepare for the Normandy Invasion. In action from 6 to 17 June, and again 25 June, her mighty guns pounded not only permanent shore defenses on the Cherbourg Peninsula, but ranged as far as 17 miles inland, breaking up German concentrations and counterattacks. Shore batteries straddled her 27 times, but failed to diminish her accurate fire.

Between 15 August and 25 September, *Nevada* fired in the invasion of Southern France, dueling at Toulon with shore batteries of 13.4-inch guns taken from French battleships scuttled early in the war. Her gun barrels were relined at New York, and she sailed for the Pacific, arriving off Iwo Jima 16 February 1945 to give marines invading and fighting ashore her massive gunfire support through 7 March.

On 24 March, *Nevada* massed off Okinawa with the mightiest naval force ever seen in the Pacific, as pre-invasion bombardment began. She pounded Japanese airfields, shore defenses, supply dumps, and troop concentrations through the crucial operation, although 11 men were killed and a main battery turret damaged when she was struck by a suicide plane 27 March. Another 2 men were lost to fire from a shore battery 5 April. Serving off Okinawa until 30 June, from 10 July to 7 August she ranged with the 3rd Fleet which not only bombed the Japanese home islands, but came within range for *Nevada's* guns during the closing days of the war.

Returning to Pearl Harbor after a brief occupation duty in Tokyo Bay, *Nevada* was surveyed and assigned as a target ship for the Bikini atomic experiments. The tough old veteran survived the atom-bomb test of July 1946, returned to Pearl Harbor to decommission 29 August, and was sunk by gunfire and aerial torpedoes off Hawaii 31 July 1948.

*Nevada* received 7 battle stars for World War II service.

### Neville

Wendell Cushing Neville, born at Portsmouth, Va., 12 May 1870, entered the U.S. Naval Academy 12 September

Placed in reserve at the Portsmouth (N.H.) Navy Yard on 15 June 1911, she remained on the east coast for a year and one-half before departing Philadelphia on 12 November 1912 for the Mediterranean. Arriving off Smyrna (now Izmir), Turkey, on 1 December, she remained there protecting American citizens and property during the First Balkan War until 3 May 1913 when she headed home. After reaching Hampton Roads on the 23d, *Tennessee* operated on the east coast until entering the Atlantic Reserve Fleet at Philadelphia on 23 October. On 2 May 1914, she became receiving ship at the New York Navy Yard.

On 6 August, *Tennessee* sailed from New York for duty in Europe through the first half of 1915 supporting the American Relief Expedition. In August, she transported the 1st Regiment, Marine Expeditionary Force, and the Marine Artillery Battalion to Haiti. From 23 January to 24 February 1916, the cruiser served as flagship of a cruiser squadron off Port-au-Prince, Haiti. In March, she embarked a group of dignitaries at Hampton Roads for a two-month, round-trip cruise to Montevideo, Uruguay.

On 25 May, *Tennessee* was renamed *Memphis*, honoring a city of Tennessee, so that the name *Tennessee* could be reassigned to a new warship, Battleship No. 48. In July, the ship got underway for Central America, arriving at San Domingo on 23 July for peace-keeping patrol off the rebellion-torn Dominican Republic. On the afternoon of 29 August, while at anchor in the harbor of San Domingo, *Memphis* was driven ashore by an unexpected tidal wave and totally wrecked. The casualties, including a boatload of *Memphis* sailors returning from shore leave, numbered some 40 men dead or missing and 204 badly injured.

*Memphis* was struck from the Navy list on 17 December 1917 and sold to A. H. Radetsky Iron and Metal Co., Denver, Colo., on 17 January 1922 for scrapping.

### V

(BB-48; dp. 33,190; l. 624'; b. 97'3½"; dr. 31'; s. 21 k.; cpl. 1,401; a. 12 14", 14 5", 4 8" AA, 2 21" tt.; cl. *Tennessee*)

The fifth *Tennessee* was laid down on 14 May 1917 at the New York Navy Yard; launched on 30 April 1919; sponsored by Miss Helen Lenore Roberts, daughter of the governor of Tennessee; and commissioned on 3 June 1920, Capt. Richard H. Leigh in command.

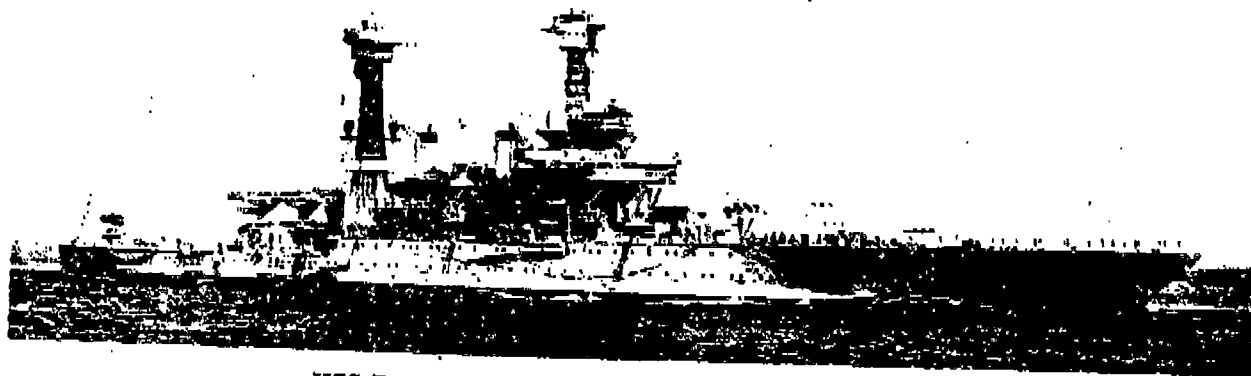
*Tennessee* and her sister ship, *California* (BB-44), were the first American battleships built to a "post-Jutland" hull design. As a result of extensive experimentation and testing, her underwater hull protection was much greater than that of previous battleships; and both her main and secondary batteries had fire-control systems. The *Tennessee* class, and the three

ships of the *Colorado*-class which followed, were identified by two heavy cage masts supporting large fire control tops. This feature was to distinguish the "Big Five" from the rest of the battleship force until World War II. Since *Tennessee's* 14-inch turret guns could be elevated to 30 degrees—rather than to the 15 degrees of earlier battleships—her heavy guns could reach out an additional 10,000 yards. Because battleships were then beginning to carry airplanes to spot long-range gunfire, *Tennessee's* ability to shoot "over the horizon" had a practical value.

After fitting out, *Tennessee* conducted trials in Long Island Sound from 15 to 23 October 1920. While *Tennessee* was at New York, one of her 300-kilowatt ship-service generators blew up on 30 October, "completely destroying the turbine end of the machine" and injuring two men. Undaunted, the ship's force, navy yard craftsmen, and manufacturers' representatives labored to eliminate the "teething troubles" in *Tennessee's* engineering system and enabled the battleship to depart New York on 26 February 1921 for standardization trials at Guantanamo. She next steamed north for the Virginia capes and arrived at Hampton Roads on 19 March. *Tennessee* carried out gunnery calibration firing at Dahlgren, Va., and was drydocked at Boston before full-power trials off Rockland, Maine. After touching at New York, she steamed south; transited the Panama Canal; and, on 17 June, arrived at San Pedro, Calif., her home port for the next 19 years.

Here, she joined the Battleship Force, Pacific Fleet. In 1922, the Pacific Fleet was redesignated the Battle Fleet (renamed the Battle Force in 1931), United States Fleet. For the next two decades, the battleship divisions of the Battle Fleet were to include the preponderance of the Navy's surface warship strength; and *Tennessee* was to serve here until World War II.

Peacetime service with the battleship divisions involved an annual cycle of training, maintenance, and readiness exercises. Her yearly schedule included competitions in gunnery and engineering performance and an annual fleet problem, a large-scale war game in which most or all of the United States Fleet was organized into opposing forces and presented with a variety of strategic and tactical situations to resolve. Beginning with Fleet Problem I in 1923 and continuing through Fleet Problem XXI in April 1940, *Tennessee* had a prominent share in these battle exercises. Yet her individual proficiency was not neglected. During the competitive year 1922 and 1923, she made the highest aggregate score in the list of record practices fired by her guns of various caliber and won the "E" for excellence in gunnery. In 1923 and 1924, she again won the gunnery "E" as well as the prized Battle Efficiency Pennant for the highest combined total score in gunnery and engineering competition. During 1925, she took part in joint Army-Navy maneuvers to test



USS *Tennessee* (BB-48) in the 1930s. (NR&L(M) 35219)

the defenses of Hawaii before visiting Australia and New Zealand. Subsequent fleet problems and tactical exercises took *Tennessee* from Hawaii to the Caribbean and Atlantic and from Alaskan waters to Panama.

Fleet Problem XXI was conducted in Hawaiian waters during the spring of 1940. At the end of this problem, the battleship force did not return to San Pedro; but, at President Roosevelt's direction, its base of operations was shifted to Pearl Harbor in the hope that this move might deter Japanese expansion in the Far East. Following an overhaul at the Puget Sound Navy Yard after the conclusion of Fleet Problem XXI, *Tennessee* arrived at her new base on 12 August 1940. Due to the increasing deterioration of the world situation, Fleet Problem XXII—scheduled for the spring of 1941—was cancelled; and *Tennessee's* activities during these final months of peace were confined to smaller scale operations.

On the morning of 7 December 1941, *Tennessee* was moored starboard side to a pair of masonry "mooring quays" on Battleship Row, the name given to a line of these deep water berths located along the southeast side of Ford Island. *West Virginia* (BB-48) was berthed alongside to port. Just ahead of *Tennessee* was *Maryland* (BB-46), with *Oklahoma* (BB-37) outboard. *Arizona* (BB-39), moored directly astern of *Tennessee*, was undergoing a period of upkeep from the repair ship *Vestal* (AR-4), berthed alongside her. The three "nests" were spaced about 75 feet apart.

At about 0755, Japanese carrier planes began their attack. As the first bombs fell on Ford Island, *Tennessee* went to general quarters and closed her watertight doors. In about five minutes, her antiaircraft guns were manned and firing. Sortie orders were received, and the battleship's engineers began to get steam up. However, this quickly became academic as *Oklahoma* and *West Virginia* took crippling torpedo hits. *Oklahoma* capsized to port and sank, bottom up. *West Virginia* began to list heavily, but timely counterflooding righted her. She, nevertheless, also settled on the bottom but did so on an even keel. *Tennessee*, though her guns were firing and her engines operational, could not move. The sinking *West Virginia* had wedged her against the two massive concrete quays to which she was moored, and worse was soon to come.

As the Japanese torpedo bombers launched their weapons against Battleship Row, dive bombers were simultaneously coming in from above. Strafing fighters were attacking the ships' antiaircraft batteries and control positions as high-level horizontal bombers dropped heavy battleship-caliber projectiles modified to serve as armor-piercing bombs. Several bombs struck *Arizona*; and, at about 0820, one of them penetrated her protective deck and exploded in a magazine detonating black-powder saluting charges which, in turn, set off the surrounding smokeless-powder magazines. A shattering explosion demolished *Arizona's* foreport, and fuel oil from her ruptured tanks was ignited and began to spread. The torpedo hits on *West Virginia* had also released burning oil, and *Tennessee's* stern and port quarter were soon surrounded by flames and dense black smoke. At about 0830, horizontal bombers scored two hits on *Tennessee*. One bomb carried away the after mainmast before passing through the catapult on top of Turret III, the elevated after turret, breaking up as it partially penetrated the armored turret top. Large fragments of the bomb case did some damage inside the turret and put one of its three 14-inch guns out of operation. Instead of exploding, the bomb filler ignited and burned, setting an intense fire which was quickly extinguished.

The second bomb struck the barrel of the center gun of Turret II, the forward "high" turret, and exploded. The center gun was knocked out of action, and bomb fragments sprayed *Tennessee's* forward superstructure. Capt. Mervyn S. Bannion, the commanding officer of *West Virginia*, had stepped out on to the starboard wing of his ship's bridge only to be mortally wounded by one of these fragments.

While her physical hurts were relatively minor, *Tennessee* was still seriously threatened by oil fires raging around her stern. When *Arizona's* magazines erupted, *Tennessee's* after decks were showered with burning oil and debris which started fires that were encouraged by the heat of the flaming fuel. Numerous blazes had to be fought on the after portion of the main deck and in the officers' quarters on the deck below. Shipboard burning was brought under control by 1030, but oil flowing from the tanks of the adjacent ships continued to flame.

By the evening of 7 December, the worst was over. Oil was still blazing around *Arizona* and *West Virginia* and continued to threaten *Tennessee* for two more days while she was still imprisoned by the obstacles around her. Although her bridge and foremast had been damaged by bomb splinters, her machinery was in full commission; and no serious injury had been done to ship or gunnery controls. Ten of her 12 14-inch guns and all of her secondary and antiaircraft guns were intact. By comparison with most of the battleships around her, *Tennessee* was relatively unscathed.

The first order of business was now to get *Tennessee* out of her berth. Just forward of her, *Maryland*—similarly wedged into her berth when *Oklahoma* rolled over and sank—was released and moved away on 9 December. The forwardmost of *Tennessee's* two concrete mooring quays was next demolished—a delicate task since the ship's hull was resting against it—and had been cleared away by 18 December. *Tennessee* carefully crept ahead, past *Oklahoma's* sunken hull, and moored at the Pearl Harbor Navy Yard.

Temporary repairs were quickly made. From Turret III to the stern on both sides of the ship, *Tennessee's* hull gave mute evidence of the inferno that she had survived. Every piece of hull plating above the waterline was buckled and warped by heat; seams had been opened and rivets loosened. These seams had to be rewelded and rivets reset, and a considerable amount of recaulking was needed to make hull and weather decks watertight. The damaged top of Turret III received a temporary armor patch.

On 20 December, *Tennessee* departed Pearl Harbor with *Pennsylvania* (BB-38) and *Maryland*—both superficially damaged in the Japanese attack—and a screen of four destroyers. From the moment the ships put to sea, nervous lookouts repeatedly sounded submarine alarms, making the voyage something more than uneventful. Nearing the west coast, *Pennsylvania* headed for Mare Island while *Maryland* and *Tennessee* steamed north, arrived at the Puget Sound Navy Yard on 29 December 1941, and commenced permanent repairs.

Working around the clock during the first two months of 1942, shipyard craftsmen repaired *Tennessee's* after hull plating and replaced electrical wiring ruined by heat. To allow her antiaircraft guns a freer field of fire, her tall cage mainmast was replaced by a tower similar to that later installed in *Colorado* (BB-45) and *Maryland*. An air-search radar was installed; fire-control radars were fitted to *Tennessee's* main-battery and 5-inch antiaircraft gun directors. Her three-inch and .50-caliber antiaircraft guns were replaced by 1.1-inch and 20-millimeter automatic shell guns, and her 5-inch antiaircraft guns were protected by splinter shields. Fourteen-inch Mark-4 turret guns were replaced by improved Mark-11 models. Other modifications improved the battleship's habitability.

On 25 February 1942, *Tennessee* departed Puget Sound with *Maryland* and *Colorado*. Upon arriving at San Francisco, she began a period of intensive training operations with Rear Admiral William S. Pye's Task Force 1, made up of the Pacific Fleet's available battleships and a screen of destroyers.

However, her role in the war was not to be in the line of battle for which she had trained for two decades. Most of the great battles of the conflict were not conventional surface-ship actions, but long-range duels between fast carrier striking forces, Fleet carriers, with their screening cruisers and destroyers, could

maintain relatively high force speeds; and a new generation of fast battleships—beginning with the *North Carolina* (BB-55)-class and continuing into the *South Dakota* (BB-57)- and *Iowa* (BB-61)-classes—were coming into the fleet and were to prove their worth in action with the fast carrier force. But the older battleships—*Tennessee* and her kin—simply could not keep up with the carriers. Thus, while the air groups queled for the approaches to Port Moresby and the Japanese naval offensive reached its zenith in the waters west of Midway, the battleship force found itself steaming restlessly on the sidelines.

On 31 May, Admiral Fye sent two of his battleships to search for a Japanese carrier erroneously reported approaching the California coast. Reports of the battle of Midway came in, and Fye sortied from San Francisco on 5 June with the rest of his battleships and destroyers and the escort carrier *Long Island* (AVG-1). The battleship force steamed to an area some 1,200 miles west of San Francisco and about the same distance northeast of Hawaii in the expectation that part of the Japanese fleet might attempt an "end run" raid on our Pacific coast. On 14 June, after it had become clear that Admiral Yamamoto's fleet—reeling from its loss of four carriers 10 days before—had returned to Japanese waters, Fye ordered his force back to San Francisco.

On 1 August, *Tennessee* again sailed from San Francisco with Task Force 1. After a week of exercises the battleships joined *Hornet* (CV-8)—on her way to the South Pacific to support the Guadalcanal operation—and escorted the carrier as far as Hawaii. Arriving at Pearl Harbor on the 14th, *Tennessee* returned to Puget Sound on the 27th for modernization.

*California*, *Tennessee's* sister ship, had been sunk in shallow water during the attack on Pearl Harbor. Refloated, and her hull temporarily patched, she returned to Puget Sound in June for permanent repairs which included a thorough modernization. It was decided to include *Tennessee* in this program as well.

By the time *Tennessee* emerged from the navy yard on 7 May 1943, she bore virtually no resemblance to her former self. Deep new blisters increased the depth of her side protection against torpedoes by eight feet—three inches on each side, gradually tapering toward bow and stern. Internal compartmentation was rearranged and improved. The most striking innovation was made in the battleship's superstructure. The heavy armored conning tower, from which *Tennessee* would have been controlled in a surface gunnery action, was removed, as were masts, stacks, and other superstructure. A new, compact, superstructure was designed to provide essential ship and gunnery control facilities while offering as little interference as possible to the fields of fire of the ship's increasingly essential anti-aircraft guns. A low tower foremast supported a main-battery director and bridge spaces; boiler uptakes were trunked into a single fat funnel which was faired into the after side of the foremast. Just abaft the stack, a lower structure accommodated the after turret-gun director, *Tennessee's* old 5-inch battery, and combination of 8"/25 anti-aircraft guns and 5"/51 single-purpose "anti-destroyer" guns, was replaced by eight 5"/38 twin mounts. Four new directors, arranged around the superstructure, could control these guns against air or surface targets. All of these directors were equipped with fire-control radars; antennas for surface- and air-search radars were mounted at the mastheads. Close-in anti-aircraft defense was the function of 10 quadruple 40-millimeter gun mounts, each with its own optical director, and of 48 20-millimeter guns.

Thus revitalized, and her battleworthiness greatly increased, *Tennessee* ran trials in the Puget Sound area and, on 22 May 1943, sailed for San Pedro. The days of seeming purposelessness were over. Though the slow battleships were still incapable of serving with the carrier striking force, their heavy turret guns could still hit as hard as ever. Naval shore bombardment and

gunfire support for troops ashore—then coming to be a specialty in its own right—was well suited for this the earlier generation of battleships which were also still quite usable for patrol duty in areas where firepower was more important than speed. The refurbished *Tennessee's* first tour of duty combined both of these missions.

*Tennessee* departed San Pedro with the cruiser *Portland* (CA-33) on 31 May, bound for the North Pacific, and arrived at Adak, Alaska, on 9 June to begin patrol operations with Task Force 16, the North Pacific Force. During the Midway operation, the Japanese had occupied the Aleutian islands of Attu and Kiska. Attu was recaptured in May 1943; but Kiska was still in hostile hands; and Japanese air and naval forces still operated in the Aleutians area from bases in the Kuril Islands. *Tennessee* piled back and forth through the legendary fogs and foul weather of the Aleutians, with her crew heavily bundled in arctic clothing for protection against intense cold and freezing rain as her radars probed for some sign of the enemy. There was still much to be learned about radar and its pitfalls; on several occasions, convincing images on the radar screens sent patrolling forces to general quarters. During one patrol in July, radio messages reported a force of nine surface ships 150 miles away, steaming rapidly to intercept *Tennessee* and her consorts. Tension grew as the unknown enemy drew closer, and all hands intently prepared for their first action. The radar images were only 45 miles away, and *Tennessee's* crew were at battle stations when the enemy suddenly disappeared. Where the screens had been displaying what seemed to be a hostile squadron, there was nothing. The hostile fleet had been a mere electronic mirage. During this same period, another surface force fought a brief, but energetic, gunnery action with the same kind of electronic "ghost" force south of Kiska. Distant land masses had appeared on ships' early radar sets as ship contacts at much closer ranges.

At about noon on 1 August, *Tennessee* was out on what all thought another routine patrol when the word was passed to prepare to bombard Kiska. At 1310, she began a zigzag approach through the usual murk to the island with *Idaho* (BB-42) and three destroyers. As the water grew more shallow, the ship slowed down and streamed mine-cutting paravanes from her bows. *Tennessee* approached the island from the east, closing to a range from which she could open fire with her 5-inch secondary battery. Her two OS2U *Kingfisher* floatplanes were catapulted to observe fire; and, at 1610, the battleship commenced firing from 7,000 yards. Though the island's shoreline could be seen, the target area—anti-aircraft gun sites on high ground—were shrouded in low-hanging clouds and were invisible from the ship. *Tennessee's* aerial spotters caught an occasional glimpse of the impact area and reported the ship's fire as striking home.

The task group continued along Kiska's southern coast. *Tennessee's* 14-inch guns chimed in at 1624, hitting the location of a submarine base and other areas with 60 rounds before firing ceased at 1645. Visibility had dropped to zero, and results could not be seen. The battleship recovered her floatplanes, and the force turned back toward Adak.

In the early morning hours of 15 August, *Tennessee* again approached Kiska as troops prepared to assault the island. At 0500, the ship's turret guns began to fire at coastal-battery sites on nearby Little Kiska as the 5-inch guns struck anti-aircraft positions on that island. The 14-inch guns then shifted their fire to anti-aircraft sites on the southern side of Kiska, while the secondary battery turned its attention to an artillery observation position on Little Kiska and set it on fire. The landing force then went ashore, only to discover that nobody was home.

After the loss of Attu, the Japanese, knowing that Kiska's turn would soon come, decided to save the island's garrison. A small surface force closed the island in dense fog and tight radio silence and, on 27

and 28 July 1943, succeeded in evacuating 5,183 troops from Kiska.

Arriving at San Francisco on 31 August, *Tennessee* began an intensive period of training and carried out battle exercises off the southern California coast before provisioning and shoving off for Hawaii. After a week's exercises in the Pearl Harbor operating area, the ship headed for the New Hebrides to rehearse for the invasion of the Gilberts.

The Japanese had occupied Betio on Christmas Day 1941. In nearly two years, with the help of conscripted Korean laborers, they had done a thorough job of digging themselves in. Americans still had a great deal to learn about pre-landing bombardment. Air attacks and naval gunfire damaged, but did not knock out, the beach defenses; and the landing marines met an intense fire from artillery, mortars, and machine guns. Casualties mounted rapidly, and the landing force asked for all possible fire support. At 1034, *Tennessee's* 14-inch and 5-inch guns reopened fire. The battleship continued to shoot until 1138, resuming fire at 1224 and firing until a ceasefire order was issued at 1300. The desperately contested struggle went on until dark, with close support being provided by destroyers which closed the beach to fire their 5-inch guns at short range and by waves of carrier planes which bombed and strafed. To reduce the chance of submarine or air attack, *Tennessee* and *Colorado* withdrew for the night to an area southwest of Betio and returned to their fire-support area the next morning to provide antiaircraft protection for the transports and to await a call for gunfire.

The battleships retired to their night area again at dusk. By this time, the battle for the island, its outcome uncertain for the first day and one-half of fighting, had taken a definite turn for the better. By 1800, the Marine commander ashore, Colonel David Shoup, could radio back that "we are winning." *Tennessee* was back in position south of Betio on the morning of the 22d. At 0907, she began to deliver call fire on Japanese defenses at the eastern tip of Betio, dropping 70 rounds of 14-inch and 322 rounds of 5-inch ammunition on gun positions in 17 minutes of shooting.

During the afternoon, the screening destroyers *Frazier* (DD-307) and *Meads* (DD-602) made a sonar contact. Depth charging drove *I-35*, a Japanese long-range submarine, to the surface. Her position was hopeless, but the enemy crew scrambled to man the undersea boat's single 5.5-inch deck gun as *Tennessee's* secondary guns joined *Frazier* and *Meads* in hurling 5-inch projectiles. *Tennessee* swung clear as *Frazier* rammed the submarine; four minutes later, *I-35* went to the bottom.

Betio was secured by the afternoon of 23 November. *Tennessee* operated in the general area of Tarawa and Abemama atolls, alert for possible counterattacks by air or sea. At dusk on 8 December, *Tennessee* departed the area for Pearl Harbor and, on the 15th, headed for the United States with *Colorado* and *Maryland*. On arrival at San Francisco, four days before Christmas, she was quickly repainted in a "dazzle" camouflage scheme designed to confuse enemy observers. On 29 December, *Tennessee* began intensive bombardment practice, pounding San Clements Island in rehearsal for the invasion of the Marshall Islands.

In the early morning of 13 January 1944, *Tennessee* set her course for Hawaii with Task Unit 53.5.1 and anchored in Lahaina Roads, off Maui, on the 21st. That day, the ship was inspected by a group headed by Undersecretary of the Navy James Forrestal. On the 29th, *Tennessee*, with Forrestal on board, headed for the Marshalls.

D-Day was set for 31 January 1944. As one attack force landed on the unoccupied Majuro atoll, the major force approached Kwajalein. *Tennessee*, *Pennsylvania*, and two destroyers took up their stations 2,900 yards to the east of the atoll. At 0825, *Tennessee* catapulted off her observation floatplanes; and, at 0701, she began throwing 14-inch salvos at Japanese pillboxes on Roi Island. Her two forward turrets were busily engaged

when fire had to be checked to allow carrier dive bombers to strike the island. Japanese antiaircraft guns opened up on the planes. As soon as the attackers were clear of the area, the ship demolished the enemy guns with two three-gun salvos. The 5-inch battery then opened up on beach defenses. Main and secondary guns continued to pound Roi and adjacent Namur until noon, the high point of the morning coming when the guns of *Mobile* (CL-63) detonated a Japanese ammunition dump on Namur and sent an enormous mushroom of thick black smoke into the air. At midday, *Tennessee* retired from the firing area to recover and service her spotting planes. Following a welcome midday meal served to the crew at their battle stations, the battleship returned to the fighting and shelled Roi and Namur through the afternoon. At 1700, *Tennessee* turned away to screen supporting escort carriers for the night.

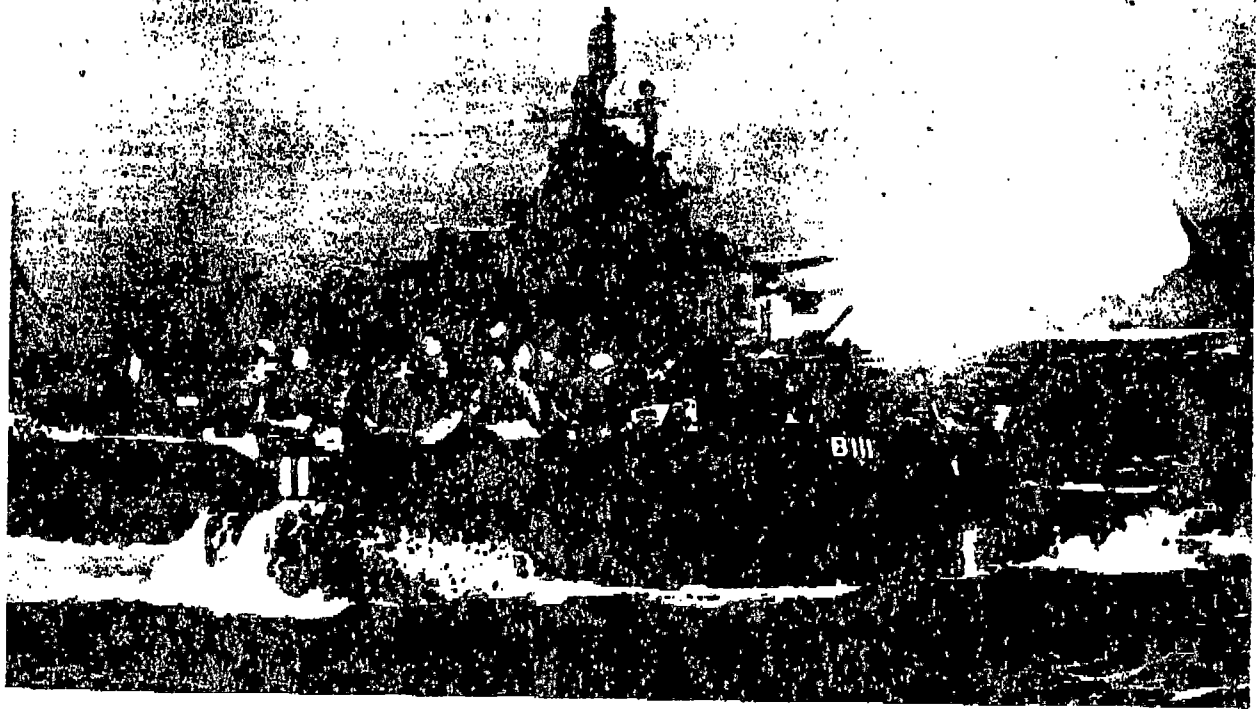
While the fire support ships pounded Roi and Namur on the 31st, marines captured five small nearby islands; and the northern passage into Kwajalein lagoon was cleared for ships to pass in. On 1 February, *Tennessee* and *Colorado*, with *Mobile* and *Louisville*, were back in their assigned area to the eastward and commenced firing at 0708. The ships pounded Namur through the morning; marines began to land on both islands at about noon; and *Tennessee* and her unit continued supporting fire until 1245. Roi fell quickly, but Namur's defenders were well dug in and fought fiercely until the early afternoon on 2 February.

Later that day, the battleship entered Kwajalein lagoon. Vice Admiral Raymond Spruance and Rear Admiral Richard Conolly, commander of the Roi-Namur invasion force, visited Mr. Forrestal on board *Tennessee*; the Undersecretary and his party then went ashore to inspect the newly seized islands and departed the following day by seaplane.

Useful lessons were learned from this operation. Since the Navy had won command of the surface and in the air around the landing area, gunfire support ships could close their objective and fire at what was, for a battleship, virtually point-blank ranges. The heavy, short-range fire of the supporting gunfire ships "met the most sanguine expectations" of the assaulting marines and foretold the shape of operations to come.

By 7 February, the whole Kwajalein atoll was in American hands; and preparations began for the capture of Eniwetok atoll, at the northwest end of the Marshalls group in the direction of the Marianas. Pre-war Japanese security had been tight, and little was known about the atoll, but aerial photographs and a Japanese chart found in a beached enemy ship on one of Kwajalein's small islets gave planners enough to work with.

*Tennessee* arrived at Majuro on 7 February to take on ammunition and supplies before returning to Kwajalein. On the afternoon of the 15th, she sailed for Eniwetok with *Colorado*, *Pennsylvania*, and transports carrying Army troops and marines. Ships of the fast carrier force screened their approach, and cruisers and destroyers opened the action on the morning of 17 February by bombarding Eniwetok island, on the southwest side of the circular atoll, and the smaller islands flanking the selected entry to the lagoon, Deep Passage. Minesweepers cleared Deep Passage and the nearby, though shallower, Wide Passage; and, at 0915, *Tennessee* led the transport convoy into the lagoon and headed for the atoll's northern island of Engebi. The battleship bombarded Engebi while landing forces went ashore on neighboring islets to site artillery pieces. Her 5-inch guns were active during the early evening in support of a marine reconnaissance company which approached Engebi to plant marker buoys for the next day's assault waves and to acquaint themselves with the beaches. During the night, *Tennessee* drew off into the lagoon as light field pieces from the newly captured ground harassed Engebi's defenders. The pre-landing bombardment began at 0700 the next morning, and *Tennessee* joined in at 0738.



*Tennessee*, her appearance entirely changed by wartime modernization, supports the landing on Iwo Jima. (NR&L(M) 23597)

The first wave went ashore at 0844 and, with the help of supporting ships and planes, had Engebi in their hands by late afternoon.

The atoll was not yet secure. Japanese defenders on Eniwetok and Parry Islands had carefully dug in and camouflaged their positions. Transports and landing vehicles carried a force of soldiers and marines to the southern end of the lagoon and, after a preparatory bombardment, the troops went ashore on Eniwetok. There had not been enough time to give the island a satisfactory softening, and progress was slow.

*Tennessee* spent the day anchored 5,500 yards north of the island, but her services were not called for until night fell. During the night, Army troops called several times for illumination. Destroyers played their searchlights over Japanese-held areas, while *Tennessee's* 5-inch guns fired large numbers of star shells. The fight for Eniwetok went on into the afternoon of 21 February, but *Tennessee's* efforts had, by then, been diverted to Parry Island.

Parry, at the mouth of Deep Channel, was defended by more than 1,300 well-trained, carefully-entrenched Japanese troops. The assault plan called for a careful preliminary working-over with bombs and gunfire, and marine light howitzers began to shell Parry from a nearby islet in the evening of 20 February while carrier planes carried out repeated attacks. *Tennessee* and *Pennsylvania* took up positions 900 yards off Parry during the morning of the 20th and, at 1204, began to blast the island.

The bombardment continued through the 21st, ships and planes taking their turns. Gun crews paused for a "breather" while planes from the escort carriers unloaded their ordnance, then resumed their work. *Colorado's* 16-inch rifles added to the weight of *Tennessee* and *Pennsylvania's* 14-inch fire, and *Louisville* and *Indianapolis* joined in with their 8-inch turret guns. *Tennessee* was firing at so short a range that, during the afternoon of the 20th, she was able to take on beach defenses with her 40-millimeter guns.

The final shelling, on the morning of 22 February,

kicked up a dense mixture of smoke and dust as the landing craft went in. *Tennessee's* heavy guns checked fire at 0852 when the first amphibian tractors were 300 yards from the beach, and her 40-millimeters took up the fire until the vehicles landed. Ships' guns continued to provide support during the first two hours of land fighting but ceased firing as the troops expanded their foothold and advanced across the island. By afternoon, Parry was secured, and Eniwetok atoll was securely in American hands.

On 23 February 1944, *Tennessee* sailed for Majuro. Here, she joined *New Mexico* (BB-40), *Mississippi* (BB-41), and *Idaho* (BB-42). Under the command of Rear Admiral Robert M. Griffin, the battleships sortied from Majuro on 15 March with two escort carriers and a screen of 15 destroyers.

Their objective was the Japanese air and naval base at Kavieng, at the northern end of New Ireland. The Bismarck Archipelago—the two large islands of New Britain and New Ireland—lie just to the east of New Guinea. Rabaul, the by-now legendary Japanese operating base, is at the eastern end of New Britain, just across a narrow channel from New Ireland. About 240 miles northwest of Rabaul, across the Bismarck Sea, is the small Admiralty Island group. Another small island, Emirau, lies northwest of New Ireland and east of the Admiralties. Southeast from Rabaul, the Solomons chain extended for more than five hundred miles. Since the first landing on Guadalcanal in August 1942, the chain had been slowly climbed in a series of strongly contested actions by sea, land, and air. By the end of 1943, American forces held a strong foothold on Bougainville, little more than 200 miles from Rabaul.

The final steps in Rabaul's encirclement and isolation were planned for the spring of 1944. Kavieng was to have been captured early in April, but the success of the land-based air offensive against Rabaul convinced Admiral Nimitz that it would be more profitable to occupy undefended Emirau instead, sending the bombardment ships against Kavieng to convince the Japanese that a landing on New Ireland was planned.

Admiral Griffin, accordingly, headed for Kavieng and, on the morning of 20 March 1944, approached the harbor. Rain squalls and low-hanging clouds shrouded the area as *Tennessee* and the other gunfire ships zig-zagged toward New Ireland. The island appeared through the overcast at about 0700. *Tennessee* launched her spotting planes an hour later, and they were soon out of sight in the rain and mist. By 0905, the range to the target was within 15,000 yards, and the battleships opened a deliberate fire. Steaming at 15 knots, *Tennessee* dropped single 14-inch rounds and two- or three-gun salvos on Kavieng as the bombardment force slowly closed the range. Poor visibility made gunfire spotting difficult, and the pace of firing was held down to avoid wasting ammunition.

*Tennessee* was about 7,500 yards from the island when her lookouts reported gun flashes from the beach, quickly followed by shell splashes just off the starboard bow and close to one of her screening destroyers. At 0928, *Tennessee's* port 8-inch guns opened rapid continuous fire at the coastal battery, estimated to consist of four to six 4-inch guns. A 180-degree turn brought the battleship's starboard secondaries to bear, and the duel continued. The Japanese gunners began to get the range, and some projectiles hit close aboard on the starboard beam while others came similarly close to *Idaho*. *Tennessee* was straddled several times and drew away from the shore at 18 knots before checking fire at 0934. Reducing speed to 15 knots and turning back to firing position, *Tennessee* reopened fire at 0936. Her main and secondary batteries pounded the enemy guns for 10 minutes, and nothing more was heard from the Japanese guns. For the next three hours, the ships steamed back and forth off Kavieng, shelling the Japanese airfield and shore facilities. Other coastal gun positions were sighted, but the battleship's 14-inch fire silenced them before they could get off a round. Visibility continued to be a problem; observers in the ships' floatplanes could not get a clear view of the targets. When the 5-inch guns were firing at targets in wooded areas, spotters in the ship's gun directors could not observe hits in the heavy foliage. More than once, rounds had to be dropped in the water to obtain a definite point of reference before "walking" fire onto the desired target.

The bombardment ended at 1235. *Tennessee* turned away and made rendezvous with the covering escort carriers as Admiral Halsey wired his "congratulations on your effective plastering of Kavieng." This diversion had had its effect. While Admiral Griffin's battleships blasted Kavieng, Emirau had been seized without opposition. Pausing at Purvis Bay and Efate, *Tennessee* arrived at Pearl Harbor on 16 April to refurbish and prepare for her next task.

Operation "Forager," the assault on the Marianas, was planned as a two-pronged thrust. Vice Admiral Richmond K. Turner's Task Force 51 was organized into a Northern Attack Force (TF 52), under his command, and a Southern Attack Force (TF 53) under Rear Admiral Richard Conolly. While TF 52 attacked Saipan and nearby Tinian, Conolly's TF 53 was aimed at Guam. The bombardment and fire support force arrayed for this operation included *Tennessee* and seven other older battleships, 11 cruisers, and about 26 destroyers. These ships were divided into two fire support groups. *Tennessee*, with *California*, *Maryland*, and *Colorado*, was assigned to Fire Support Group One (TG 52.17) under Rear Admiral Jesse Oldendorf.

The Northern Attack Force assembled at Hawaii in mid-May 1944. After rehearsals off Maui and Kahoolawe, Fire Support Group One sailed for Kwajalein while the transports staged at Eniwetok. On 10 June 1944, *Tennessee* and her task group departed Kwajalein, bound for Saipan.

Early on 13 June, as the force approached the Marianas, signs of Japanese activity began to appear. A patrol plane reported sighting a surfaced submarine some 20 miles ahead and attacked it. Another plane shot down a landbased Mitsubishi G4M "Betty" which

had been trailing along 10 miles astern of the ships. Another submarine contact was reported to port of the formation, and screening destroyers dropped depth charges. During the 18th, Vice Admiral Willis A. Lee's Task Group 58.7—seven new fast battleships of the *North Carolina*, *South Dakota*, and *Iowa* classes—temporarily detached from Vice Admiral Marc Mitscher's Task Force 58—hurled a furious bombardment at Saipan.

Throughout the following night, lookouts reported gun flashes on the horizon, and escorting destroyers attacked suspected submarines. General quarters was sounded at 0400 on 14 June as the old battleships drew near to Saipan. Near the horizon, a Japanese cargo ship, set afire by the guns of *Melvin* (DD-680), burned brightly. Shortly before dawn, Oldendorf's battleships passed to the north of Saipan as the second fire-support group steamed through Saipan Channel at the southern end of the island. The southern group opened fire at 0539. Nine minutes later, *Tennessee* began a methodical bombardment of the selected landing area, the southern portion of Saipan's west coast, in support of mine-sweepers carrying out an assault sweep on the landing zone. Enemy coastal guns had fired a few shots at Oldendorf's ships as they rounded the northern tip of the island, and attacking carrier planes as well as the ships' observation floatplanes encountered heavy anti-aircraft fire. *Maryland* drew fire from a battery concealed on a tiny islet off Tanapag harbor. She and *California* turned on this foe and soon silenced it.

Released from this duty, *Tennessee* sailed southward to the area of Agingan Point, at the southwest corner of Saipan and the southern end of the designated landing area. Underwater demolition teams (UDT) approached the beach in small craft to reconnoiter the landing beaches and to plant radar beacons which would provide reference points to the next day's landing. *Tennessee* closed to 3,000 yards of Agingan Point and, at 0831, opened up with 14-inch, 5-inch, and 40-millimeter batteries. Some smoldering powder grains from the 5-inch guns fell on the port side of the battleship's quarterdeck and burst into flame, but were quickly extinguished. Japanese guns dropped shells near the UDT's as mortars and machine guns joined in; at about 0920, projectile splashes began to appear near the supporting ships as batteries on nearby Tinian opened fire. *Cleveland* (CL-55) was straddled, and *California* and *Braine* (DD-630) took hits. *Tennessee* aimed counterbattery fire at the defenders who were opposing the UDT's, and her turret guns fired at Tinian. Shortly before noon, she moved to the northwest to bombard Japanese fortifications on Afetna Point, near the center of the landing zone. At 1331, the ship ceased fire and withdrew from the firing area to recover her seaplanes, later closing *Wadleigh* (DD-689) and *Brooks* (APD-10) to take on board five wounded UDT men for treatment. She joined the rest of her fire support group and took up night stations to the west of Saipan.

D-Day on Saipan was 15 June 1944. Circling to the north of the island, well out of sight from shore during the last hours of darkness, the assault force was off the landing beaches by dawn. Reserve landing forces staged an elaborate feint off Tanapag harbor, hoping to induce the Japanese to reinforce its defenses before the actual landing took place further south. At 0430, the pre-landing bombardment began. *Tennessee* joined in at 0540 with a heavy barrage from her main, secondary and 40-millimeter guns from 3,000 yards west of Agingan Point. At 0542, the landing craft and amphibian tractors of the landing force began to load and assemble for the movement to shore. Gunfire was lifted at 0630 to allow carrier planes to bombard the island's defenses, resuming at 0700. At 0812, the assault waves headed for the beach. The first went ashore at 0844 and met heavy opposition. The pre-landing bombardment, though prolonged and intense, had left much of the Japanese defenses still able to fight; and, as the 2d and 4th Marine Divisions landed on a 4-mile front south

of Garapan, they found that much still remained to be done.

*Tennessee's* assault station was off the southern end of the landing beach. During the first wave's approach, her guns enfladed that end of the objective to prepare the way for the right-hand elements of the 4th Division. She checked fire as the troops neared the beach, resuming it a few minutes later as the marines fought to establish themselves ashore. Japanese 4.7-inch field guns, emplaced in a cave on Tinian, opened on *Tennessees*. The battleship commenced counterbattery fire, but the third enemy salvo scored three hits, all of which burst on impact. One projectile knocked out a 5-inch twin gun mount; the second struck the ship's side, while the third tore a hole in the after portion of main deck and sprayed fragments into the wardroom below. An intense fire inside the disabled gun mount was subdued in two minutes by repair parties and men from nearby gun crews; the hit to the hull damaged external blister plating, but was prevented from inflicting further damage by the battleship's heavy belt armor. Eight men were killed by projectile fragments, while 25 more were wounded by fragments and flash burns. *Tennessee's* damages did not prevent her from delivering call fire to help break up a developing Japanese counterattack near Agingan Point before leaving the firing line to make emergency repairs. During the afternoon and night, she took station to screen assembled transports. Four Japanese dive bombers attacked nearby ships at 1845, and *Tennessee's* 5-inch guns briefly engaged them but claimed no hits. That evening, *Tennessee* buried her dead. Tokyo radio claimed victory in the battle for Saipan, stating that they had sunk a battleship which they identified as "probably the *New Jersey*."

The "sunken" *Tennessee* returned to Saipan Channel early the next day. Several Japanese counterattacks had been stopped during the night, and *Tennessee's* supporting fire assisted the marines in organizing and consolidating their beachhead. During the evening, the first troops of the Army's 27th Infantry Division began to come ashore; another counterattack, this one involving tanks, was turned back during the night of 16 and 17 June.

The original plan had called for landings on Guam on the 18th. However, during the afternoon of the 15th and the early hours of the 16th, Admiral Spruance was advised that Japanese warships were at sea, off the Philippines, heading for the Marianas. The Japanese plan for the defense of these vital islands called for their garrison to hold out while a naval force mounted a counterstroke to destroy the American invasion fleet. By the morning of the 16th, Spruance decided to cancel the attack on Guam while continuing the fight for Saipan and disposing his naval forces for battle. The fast carrier force was sent to counter the Japanese thrust, while the fire-support battleships were to be deployed to the west of Saipan in case the Japanese should evade Task Force 58 and direct a surface thrust at the island. *Tennessee* held station west of Saipan with the other elderly battleships as the two fleets groped toward each other about 150 miles away.

On the 19th, Mitscher's task force clashed with Admiral Jisaburo Ozawa's Mobile Fleet in what was to be called the "Great Marianas Turkey Shoot." By this time, American carrier operations had attained a high level of excellence while the Japanese air arm, its experienced airmen mostly lost during the long campaigns of 1942 and 1943, had to make do with unskilled pilots. The result was striking. In more than eight hours of intense aerial combat, more than 300 Japanese planes were knocked down, most of these by carrier fighters. By the 20th, counterattacking American planes and submarines had sent carriers *Hiyo*, *Shokaku*, and *Tato* to the bottom. Thus, Japan's last serious carrier offensive operation ended in disaster.

Ozawa's fleet never got close enough to Saipan for *Tennessee* and her cousins to be called upon. On the 20th, she fueled east of Saipan as the Japanese carrier

force headed westward. The next day, she was back on the gun line to blast gun positions on Manigassa Island, off Tanapag harbor. Call fire occupied the afternoon, as she took on several targets near Garapan. *Tennessee's* 14-inch guns commenced firing at 0555 the next day, pounding Garapan from 6,000 yards. Shell hits on the battered town raised clouds of smoke and dust, reminding the battleship's gunners of the Aleutian murk. Fire was shifted onto Mount Tapotchau, east of Garapan, before being returned to Garapan to assist the American troops who were working their way into the southern part of town.

On the night of 22 June, *Tennessee* got underway for Eniwetok where *Hector* (AR-7) repaired her battle damage as the fight for Saipan ground to its end on 9 July. Her next destination was Guam. Departing Eniwetok on 16 July with *California*, she joined Rear Admiral Ainsworth's Southern Fire Support Group (TG 53.5) off Guam in the afternoon of the 19th. The next day, she joined in a systematic bombardment begun on the 5th which was carefully planned to soften up the enemy's defenses while avoiding harm to the island's friendly Chamorro population. *Tennessee* launched her planes; and, at 0742, her turret guns opened fire while the 5-inch battery raked nearby Cabras Island. The ship slowly maneuvered to a position north of Asan Point, several miles north of Apra harbor, where one of two landing beaches was sited. UDT's scouted the beaches while planes laid smoke screens to cover their movements, and the ships' guns kept the Japanese defenders occupied. Firing ceased at midday and resumed late in the afternoon, as *Tennessee* continued to hammer Japanese positions north of Apra.

Shortly after dawn on 21 July, the bombardment ships again took up their work. *Tennessee* renewed her attentions to Cabras Island as the assault waves formed and headed for shore and continued to provide support during the first stage of the landing. At 1008, she ceased firing. Late that day, she put to sea with *California* and *Colorado* and returned to Saipan on 22 July.

*Tennessee* anchored in Tanapag harbor to replenish ammunition before taking up her night position to the west of Tinian. At 0807 on 23 July, she opened fire on the waterfront area of Tinian Town, as part of a deception scheme intended to convince the strong Japanese garrison that the landing would take place at Sunharon Bay, on the southwest coast of the island. A UDT even made a daylight reconnaissance of the beaches to strengthen the impression, and *Tennessee's* guns supported the frogmen. Fire paused around midday and resumed again in the afternoon before the ship retired to her night position off the island.

Early in the morning of the 24th, *Tennessee* took up her position off Tinian's northwest coast with *California*, *Louiseville* (CA-28), and several destroyers. From 2,500 yards offshore, the ships opened fire at 0532, ceasing fire as the first wave closed the beach at 0747. For the rest of the day, the ship stood by to deliver fire if needed, then retired for the night. In the morning of 25 July, *Tennessee* relieved *California* as the "duty ship" to furnish call fire upon request from the beach. Through the 25th and 26th, *Tennessee* delivered supporting fire by day and star shell by night. After returning briefly to Saipan to replenish on the 27th, the battleship was back on the firing line on the 28th, and her fire supported the advancing marines through the afternoon. Following replenishment at Saipan on the 29th, *Tennessee* began the 30th in support of marines advancing southward through Tinian Town. In the early morning, one of her observation planes collided in midair with a landbased marine OY-1 spotting plane. Both aircraft plummeted to earth behind Japanese lines and burst into flames; the crews of both were killed.

Firing continued through that day and into the 31st, as the marines crowded the last defenders into the southern tip of the island. At 0830 on 31 July, *Tennessee's* guns fell silent, and she returned to Saipan with her task accomplished. On the evening of 2 August,

she arrived off Guam to resume fire-support duty. Re-joining Ainsworth's gunfire task group, she delivered call fire and illumination until 8 August when she joined *California* and *Louisville* for the voyage to Eniwetok and thence to Espiritu Santo in the New Hebrides. The ships arrived at Espiritu Santo on 24 August. On 2 September, *Tennessee* arrived at Tulagi for a brief period of amphibious support training.

Meanwhile, decisions had been made which would reshape the Allied offensive in the western Pacific. Meeting at Pearl Harbor in July 1944, President Roosevelt, Admiral Nimitz, and General MacArthur had finally reached an agreement that the Philippines were to be liberated, not merely bypassed. After further discussions, the Joint Chiefs of Staff approved landings beginning at Mindanao, continuing north through Leyte, then taking either Luzon or Formosa and Amoy. During early September, Task Force 38 hit Japanese bases from the Palau to the Visayas, inflicting considerable damage. Surprisingly little resistance was encountered by the roving carriers, leading to a conclusion that enemy air strength was virtually nonexistent. Nimitz, MacArthur, and Halsey agreed that this eliminated any need for a network of southern air bases to support the capture of the Philippines. Proposed landings on Yap and Mindanao were scrapped, although Morotai was invaded in September and preparations were made for an assault on the Palau before bypassing the southern Philippines and going into Leyte.

The Palau were to be *Tennessee's* next objective. This group is not an atoll, but an elongated cluster of islands just north of the Equator and at the western end of the Carolines. The group is about 110 miles long from small islands and reefs to the north through the large island of Babelthup to the small southern islands of Peleliu and Angaur.

The objectives of the assault force were Kossol Roads, a reef-sheltered anchorage at the northern end of the chain, and the two southern islands: the large Japanese garrison on Babelthup was to be isolated and left to its own devices. Planes and gunfire ships took turns pounding Peleliu from the morning of 12 September until the assault waves went ashore on the 15th. The battle for that island was to be one of the most bitter of the Pacific war, and organized resistance was not eliminated until November, at a heavy cost in lives.

*Tennessee's* target was the smaller island of Angaur, a few miles south of Peleliu. On the morning of 12 September, *Tennessee* and *Pennsylvania*, with four light cruisers and five destroyers, began a prolonged bombardment as carrier aircraft did their share.

The flash and roar of bombs and gunfire from ships and planes attacking Peleliu were plain on the horizon as *Tennessee* closed Angaur early on 12 September. The battleship opened fire at 0632, hurling 14-inch shells at targets ashore from 14,000 yards. Through the morning and afternoon, her guns hit coast-defense positions and antiaircraft sites. During the afternoon, minesweepers cleared the approaches to the beaches. By this time, *Tennessee* was only 3,750 yards from shore, and her 40-millimeters had joined in. A prominent masonry lighthouse on the west coast of Angaur was ordered destroyed to keep the Japanese from using it as a gunfire observation point. Twelve 14-inch rounds were aimed at it, scarring the area and scoring three hits, but the tower remained standing. Other targets absorbed *Tennessee's* attention for the next three days. *Tennessee* stood by off Peleliu during the morning of the 15th in case her guns should be needed to assist the assault landing. When this work was completed, she returned on the evening of 16 September to finish off the stubborn tower before the next morning's scheduled landings. As the ship's turret guns trained out on the target, a 6-inch projectile from *Denver* (CL-58) screamed in from the far side of the island and sent the lighthouse crashing down in a cloud of smoke and dust.

Ships and carrier planes pounded the island for five

days before Army troops of the 81st Infantry Division went ashore on Angaur on the morning of 17 September. *Tennessee's* guns supported the soldiers through the 19th. By the morning of 20 September, organized resistance was at an end; and the battleship steamed away from the island to Kossol Roads to refuel and to take on ammunition. On 28 September, she arrived at Manus to prepare for her next operation.

*Tennessee* weighed anchor on 12 October and set her course for Leyte Gulf. Under the supreme command of General MacArthur, Vice Admiral Thomas Kinkaid's 7th Fleet carried two Army corps toward the invasion area. Their objectives were two landing zones on the eastern coast of Leyte. A Northern Attack Force (TF 78) under Rear Admiral Daniel Barbey was aimed at Tacloban, while Vice Admiral Theodore Wilson command TF 79, the Southern Attack Force whose target was Dulag. The old battleships were divided between two fire-support units, *Tennessee*, with *California* and *Pennsylvania*, sailed with the Dulag attack force under Rear Admiral Oldendorf.

During its approach to the Philippines, the invasion force was alert for air and submarine attack; but none came. As the ships steamed under hot, clear skies, their radios brought news of Task Force 38 as the fast carriers ranged an arc from the Ryukyus to Formosa before turning on Japanese air bases in Luzon and the central Philippines. Preliminary minesweeping and bombardment, to clear the way into Leyte Gulf, began on the morning of 17 October 1944. The entrance to the gulf was secured, but the approaches to the objective area were partially swept when Oldendorf, to avoid delaying the operation, decided to order his ships into the gulf. At 0609 on the morning of the 18th, *Tennessee*, with her fire-support unit, entered the channel between Homonhon and Dinagat islands. Paravanes streamed from her bows, and marines were stationed in her upperworks to sink or explode floating mines. The minesweepers continued their work as the heavy ships moved slowly up Leyte Gulf.

*Tennessee* took up her position off Dulag before dawn on 19 October and, at 0645, began to bombard the landing area north of the town. Her main battery opened up from 8,500 yards, and her secondaries chimed in a few minutes later as she aimed at fortifications and antiaircraft gun emplacements. Catmon Hill, a 1,000-foot elevation just inland, received particular attention from the ships. Japanese planes were reported in the offing, but the only attack came from a horizontal bomber which dropped one bomb into the water near Honolulu (CL-48) before being knocked down by gunfire. Heavy shelling continued through the afternoon, and the bombardment ships took up night cruising stations off the mouth of Leyte Gulf.

The landings were scheduled for 20 October; and, at 0600, *Tennessee* opened neutralization fire on the beaches. As the northern force pounded Tacloban and went in to the attack, transports assembled off Dulag and put the landing force into the water. Infantry landing craft armed with heavy mortars (LCI(M)) began dropping shells on reverse slopes at 0815; and, at 0930, the landing waves crossed the line of departure and moved for the beach. At 0945, rocket-firing landing craft (LCI(R)) began to hurl their masses of explosive bombardment rockets at the beach defenses, and the first troops went ashore 15 minutes later. Naval gunfire was shifted inland and to the flanks to assist the landing troops as they began to carve out a beachhead. The landing went well. During the afternoon, Honolulu was again attacked, this time by a torpedo bomber which scored a hit and forced the cruiser to withdraw. Night air attacks were feared; a screen of destroyers was placed around the ships in the gulf, smoke was generated, and much nervous firing flared up in the darkness and caused some casualties.

The Japanese Imperial General Headquarters, on noting the scale of the operation being mounted against Leyte, had decided to make that island the focus of

a decisive naval counterstroke. The principal surface strength of the Combined Fleet had gone to Lingga Roads, an anchorage in the Lingga Archipelago off Sumatra at the southwest end of the South China Sea, to be near their fuel supply since American submarines had made it increasingly difficult to get oil through to Japan. The surviving carriers had returned to the Inland Sea to train aircrews. Under the Japanese plan, dictated by a combination of geography, logistics, and the lack of adequate carrier aviation, four widely separated forces were to converge on the area of Leyte Gulf in an effort to destroy, at whatever cost, the American invasion force.

While the Japanese fleet set out for Leyte, *Tennessee* continued her work off the beachhead. Fire support was not required from her for the time being, but the increasing tempo of Japanese air activity in the area required her to place herself where her antiaircraft guns could assist in the defense of the assembled transports and cargo ships. In the evening of 21 October, while lying dead in the water in a smoke screen laid to protect the shipping from attacking planes, *Tennessee* was rammed near the stern by the transport *War Hawk* (AP-168). No one was injured, and the battleship's tough hull was little harmed, but her orders for a night fire-support mission were cancelled.

Matters continued to go well ashore, where the town of Tacloban was captured and declared a temporary seat of the Philippine government. Air defense, rather than shore bombardment, was still *Tennessee's* mission; on the morning of the 24th, enemy planes sank an LCI(L) and damaged a cargo ship before being driven off. A larger raid came in from several directions before noon, hitting American positions on Leyte. The afternoon was mostly quiet. A third attack occurred at 1700. As the enemy aircraft drew away, the battleship's executive officer passed the electrifying word that a Japanese naval task force was expected to try to enter Leyte Gulf that night. The six old battleships of the fire support groups formed columns and moved south to take up positions at the mouth of Surigao Strait, the body of water between Leyte and Dinagat which formed a southern entrance to Leyte Gulf.

The Japanese forces set in motion some days earlier were now approaching their objective. A force of four carriers and two converted hermaphrodite "battleship-carriers" was steaming south from Japan toward the Philippine Sea, while a small surface force under Admiral Shima had sailed from Japanese waters heading for the Sulu Sea. Two striking forces of battleships, cruisers, and destroyers had sailed from Lingga Roads; north of Borneo they separated. The larger force, under Admiral Kurita, passed north of Palawan (losing three cruisers to submarine attack) to transit the Sibuyan Sea and emerge to the north of Samar. A smaller force, commanded by Admiral Nishimura, turned to the south of Palawan and crossed the Sulu Sea to pass between Mindanao and Leyte. Shima's orders directed him to support Nishimura, and his force followed some miles behind Nishimura's.

If the *Sho* plan, as it was called, worked properly, Kurita would approach Leyte Gulf from the north while Nishimura and Shima came up from the south, catching the massed amphibious shipping in the jaws of a vise and destroying it. Ozawa's force was toothless since prolonged heavy casualties and an inadequate pilot training program had left the Imperial Navy with few experienced carrier pilots. The carrier force advancing southward from Japan carried only enough planes to make a convincing decoy; its job was to lure Halsey's 3d Fleet to the north while the converging surface forces did their job.

During the morning of 24 October, carrier planes sighted the three Japanese groups in the Sulu and Sibuyan seas. Recognizing Kurita's as the most powerful, Halsey directed the fast carriers' air groups against him as the Japanese ships steamed across the Sibuyan Sea. With no air cover, Kurita had to endure repeated bomb and torpedo attacks which forced one of his

cruisers to turn back with serious damage and, as the day ended, sank the giant battleship *Musashi*. Complaining of the lack of air support, Kurita turned back in midafternoon; and this movement was reported to Halsey by his pilots.

Early on the 24th, a Japanese scout plane from Luzon had spotted Task Force 38 east of that island. All available landbased planes were sent against it, mortally wounding the light carrier *Princeton* (CVL-23). Halsey concluded that the attackers were carrier-based. During the morning, Ozawa's reconnaissance planes sighted Halsey's carriers; and an unproductive air strike was launched against Task Force 38 at 1145. In the afternoon, the Japanese carriers were sighted and, in the evening of 24 October, Halsey ordered the fast carrier force to go after them. Shortly before sunset, Kurita had again reversed course and was heading back in the direction of Leyte Gulf; Halsey had been informed of this, but exaggerated reports of damage inflicted by his planes led him to believe that the Japanese force had been more grievously hurt than was the case. Judging that Kurita was too badly crippled to do any harm to the ships in Leyte Gulf, Halsey continued north through the night. By midnight the Japanese Center Force, as the American commanders referred to it, was pushing, unobserved, toward San Bernardino Strait before turning south toward Leyte Gulf.

Halsey had not sent his planes against the surface forces of Nishimura and Shima, believing that Kinkaid's warships would be able to deal with them. This was to be Oldendorf's job; and, in the evening of the 24th, he deployed his six battleships across the northern end of Surigao Strait. Besides his capital ships, Oldendorf had available eight cruisers and 28 destroyers. These were arranged toward the flanks, the destroyers placed in suitable position to launch torpedo attacks. A great deal of shooting in support of the landing operation had already occurred, and most of the shells remaining in the battleship's magazines were thin-walled, high-capacity bombardment ammunition rather than armor-piercing projectiles. Their handling-room crews carefully arranged the projectile supply so that high-capacity shells would be ready for use against anything smaller than a battleship. The big ships were directed to hold their fire until the enemy was within 20,000 yards to insure as many hits as possible.

The sea was smooth and the moonless night intensely dark as the ships steamed slowly to and fro along their assigned lines of position. *Tennessee* quietly awaited her first action against her own kind.

All available 7th Fleet PT boats had been stationed in Surigao Strait and along its approaches. At 2236, the first PT's made radar contact with Nishimura. Successive torpedo attacks were launched as Nishimura entered Surigao Strait and steamed north, with Shima trailing well behind; Nishimura was annoyed but not injured, though one of Shima's cruisers took a torpedo and had to drop out of the running. Shortly before 0300, Nishimura was well into the strait and taking up battle formation when he was hit by a well-planned torpedo attack by five American destroyers. The battleship *Fuso* was hit and dropped out of formation; other torpedo spreads sank two Japanese destroyers and crippled a third. Another torpedo struck, but did not stop, *Fuso's* sistership *Yamashiro*. Ten minutes later, another destroyer attack scored a second hit on *Yamashiro*. The disabled *Fuso* had apparently been set afire by the torpedo that had hit her; her magazines exploded at 0838 as *Arizona's* had on the morning of 7 December; and the two shattered halves of the battleship slowly drifted back down the strait before sinking.

On board *Tennessee*, observers had seen distant flashes of gunfire, star shells, and searchlights as the torpedo boats and destroyers engaged the Japanese. Soon explosions could be heard. At 0302, the battleship's radar picked up Nishimura's approach at nearly 44,000 yards and began to track the lead ship. This was the flagship, *Yamashiro*. With the cruiser *Mogami*

and destroyer *Shigure*, she was all that remained of the first Japanese force. At 0351 Oldendorf ordered the flanking cruisers to open fire; and, at 0355, the battleships let fly from 20,500 yards.

*Tennessee's* forward turret fired a three-gun salvo, and the rest of her 14-inch battery joined in. In this duel, *Tennessee*, *California*, and the recently arrived *West Virginia* had a considerable advantage over the other battleships. During their wartime modernization, all three had received new Mark 34 main-battery directors provided with Mark 8 fire-control radars and associated modern gunfire computing equipment. The main batteries of the other ships were still controlled by systems developed 20 years or more before and were using earlier Mark 3 radars. This handicap showed in their shooting. Firing in six-gun salvos to make careful use of her limited supply of armor-piercing projectiles, *Tennessee* got off 89 of her big 14-inch bullets before checking fire at 0408. The battle line had increased speed to 15 knots before opening fire, and, as it drew near the eastern end of its line of position, simultaneous turns brought the ships around to a westward heading. *California* miscalculated her turn and came sharply across *Tennessee's* bow, narrowly avoiding a collision and fouling *Tennessee's* line of fire for about five minutes.

The effect of this intense bombardment was awesome. As one of *Tennessee's* crew described it, "when a ship fired there would be a terrific whirling sheet of golden flame bolting across the sea, followed by a massive thunder, and then three red balls would go into the sky; up, arch-over, and then down. When the salvos found the target there would be a huge shower of sparks, and after a moment a dull orange glow would appear. This glow would increase, brighten, and then slowly dull." Little of the enemy could be seen from *Tennessee*. Occasionally, the vague outline of a ship could be seen against the glare of an explosion; and, at one point, the single stack and high "pagoda" foremast of *Yamashiro* could be seen. Nishimura's three ships found themselves at the focus of a massive crossfire of battleship and cruiser fire. By 0400, both of the larger Japanese ships had been hit repeatedly as they gallantly attempted to return fire; *Mogami*, sorely damaged and her engineering plant crippled, had turned back, and *Yamashiro*, burning intensely, came about to follow. Oldendorf ordered gunfire to cease at 0409, after hearing that flanking destroyers were being endangered by American gunfire. *Yamashiro*, still able to make 15 knots after her frightful beating, was fatally hurt and, at 0419, rolled over and sank with all but a few of her crew. *Mogami* was able to draw out of radar range but had been slowed to a crawl. *Shigure*, more or less overlooked and relatively undamaged, escaped southward.

Shima's force, following along in Nishimura's wake, was unaware of what had befallen. When they were about halfway up Surigao Strait, they sighted what seemed to be two flaming ships; these were the broken halves of *Fuso*. Shima's two cruisers made a radar torpedo attack on what they believed to be American ships but was, in fact, Hibuson Island. "The Island," as Samuel E. Morison remarked, "was not damaged." The Japanese admiral decided that Nishimura's force had met with disaster and decided on a retreat. As his ships turned to steam back, cruiser *Nachi* collided with limping, burning *Mogami*, but both vessels were able to continue southward. Collecting *Shigure*, the only other survivor of Nishimura's attack, Shima retired back through the strait. Oldendorf sent some of his cruisers and destroyers after him, and the patrolling PT's joined in. Fire was engaged with the stubborn *Mogami*, but she continued on her way only to be sunk by carrier planes shortly afterward. Destroyer *Asagumo*, her bow blown off by destroyer torpedoes during Nishimura's approach, was sighted and sent to the bottom with her guns still firing. Oldendorf now received reports that Kurita's "crippled" force had emerged from San Bernardino Strait and joined action

east of Samar with some of the supporting escort carrier force stationed there. Plans were hurriedly drawn for another surface battle, and Oldendorf's ships turned toward the northern entrance to Leyte Gulf to defend the landing area.

Their services were, however, not needed. In an epic action off Samar, the escort carriers, destroyers, and destroyer escorts of Rear Admiral C. A. F. Sprague's "Taffy Three" put up so desperate a fight that Kurita judged the odds against him hopeless and turned back. Halsey's carrier planes and surface ships sank all four of Ozawa's decoy carriers, and a submarine finished off a damaged cruiser.

The Battle for Leyte Gulf was over. The last major Japanese naval counterstroke had been defeated, and *Tennessee* had had a share in the last naval action fought by a battle line.

The next several days were quiet ones for *Tennessee*, though the Japanese sent numerous land-based air strikes against Leyte Gulf. On 29 October, the battlewagon's crew was told that their next destination was to be the Puget Sound Navy Yard. Late that day, she got underway for Ulithi with *West Virginia*, *Maryland*, and four cruisers. From there, she proceeded to Pearl Harbor and thence to Bremerton where she entered the shipyard on 28 November.

Unlike her last yard overhaul, this refit made no remarkable changes in *Tennessee's* appearance. She retained her battery of 10 40-millimeter quadruple anti-aircraft mounts and 43 20-millimeter guns, but her main-battery directors received improved models of the Mark 8 radar, and the Mark 4 radars used with the 5-inch gun directors were replaced by the newer combination of paired Mark 12 and Mark 22 dual-purpose equipments. *Tennessee's* usefulness as an anti-aircraft ship was enhanced by the addition of a model SP height-finding radar. Her pattern camouflage scheme was replaced by a dark gray finish which was calculated to provide a less conspicuous aiming point for kamikaze suicide planes, introduced during the recapture of the Philippines and becoming more and more of a fact of naval life during the winter of 1944 and 1945.

On 2 February 1945, *Tennessee* headed back toward the western Pacific. While she was being refitted, landings had been made in the Central Philippines and on Luzon; and the liberation of the Philippines was nearly accomplished. From its base in the Marianas, the 20th Army Air Force was hitting Japan with B-29s. Their track led past the Bonin Islands, whose garrison could send an early warning to Japanese airfields and gunners in the home islands. To eliminate this danger, provide an advanced base for fighter escorts, and obtain an emergency landing field for damaged bombers, Nimitz had been directed to capture Iwo Jima before going on to the Ryukyus to seize Okinawa as an advanced base for the assault on Japan proper. Japanese resistance on Leyte delayed the landing on Luzon from 20 December 1944 to 9 January 1945, while the landing in the Bonins, scheduled for 20 January 1945, had to be deferred until 19 February. The schedule for landings in the new year was tight; but planners deemed it essential to move as expeditiously as possible since the invasion of southern Japan, scheduled for the fall, depended on the use of Iwo Jima and Okinawa as bases for a long and intensive aerial bombardment.

The Japanese had predicted that a landing would be made on Iwo Jima, and a large garrison of good troops under Lieutenant General Tadanichi Kuribayashi had done a thorough job of digging themselves in. The volcanic island's rugged terrain was heavily fortified with strongly built firing positions supported by a deep and intricate network of tunnels.

B-24 Liberators of the 7th Army Air Force bombed Iwo Jima for 74 consecutive days to soften it up for an assault, and five naval bombardments were delivered. This pounding had no significant effect except to accelerate the work of the defenders.

Steaming by way of Pearl Harbor and Saipan,

*Tennessee* was just in time to join Rear Admiral W. H. P. Blandy's bombardment force. Blandy, an ordnance specialist, had been Chief of the Bureau of Ordnance earlier in the war. With the expert help of Lt. Col. Donald Weller, USMC, the preinvasion bombardment was thoroughly planned and was modified to meet immediate needs as the shelling progressed. The Japanese defensive tactic called for the landing troops to be stopped on the beaches before they could move inland, and a heavy belt of defenses extended along the shoreline. The mission of the bombarding ships and planes was to break down the Japanese cordon and permit the landing marines to push through before they could be cut to pieces.

Blandy's gunfire force arrived off Iwo Jima early on 16 February 1945. The morning was cool, with occasional rain squalls, and low cloud cover hindered spotting planes. Shortly after daybreak, the warships deployed to their stations, with escort carriers in the near distance providing air cover. Minesweepers began to clear the approaches to the island at 0645, and gunfire opened at 0707. *Tennessee's* assigned firing course took her along the southeastern shore of Iwo Jima, and her 14-inch guns struck the slopes of Mount Suribachi while the secondaries aimed at the high ground at the north end of the beach. Floatplanes and fighters observing gunfire over the island were followed by dark puffs of antiaircraft fire. Blandy ordered the ships to fire only when air spot could function effectively in the intermittent visibility. Whenever the airplanes could observe the results, the ships kept their fire up through the day. During the afternoon, an OS2U Kingfisher seaplane from the cruiser *Pensacola* (CA-24) found a Japanese "Zeke" on its tail. The observation pilot, determined to put up all the fight he could, went at the fighter though his plane was much slower and less maneuverable, and armed only with one .30-caliber forward-firing machine gun plus a second flexible gun in the observer's cockpit. Against all the odds, the "Zeke" went down in flames.

Visibility was better the next day, and the ships began to approach beaches at 0803. Beginning at 10,000 yards, *Tennessee*, with *Idaho* and *Nevada*, soon closed to 3,000 yards and delivered heavy direct fire to assigned targets while assault minesweeping went on. At 1025, the battleships were ordered to retire to make way for UDT's supported by LCI(G)'s. The defenders concluded that this was the beginning of the actual landing and unmasked guns and mortars in a heavy fire on the gunboats and frogmen. Casualties mounted; one gunboat was sunk, another set afire. The other LCI's returned fire but had to withdraw as the bombardment ships resumed firing against the defenses. Three damaged gunboats came alongside *Tennessee* to transfer their wounded to the battleship's sick bay.

Bombardment continued through the 18th under orders prescribing concentrated hammering of the landing beaches. Once more, *Tennessee's* big guns pounded Suribachi while her secondaries attacked gun positions overlooking the right flank of the objective area. While the heavier guns fired from ranges varying between 2,200 and 6,000 yards, the 40-millimeter battery raked other targets on cliffs at the north end of the beach and shot up the wrecks of several Japanese ships beached near the shore; these had been used as havens for snipers and machine gunners at Tarawa and in later landings, and were always treated as potential threats. Several fires were started ashore; an ammunition dump exploded spectacularly and burned for several hours. Coastal guns and antiaircraft weapons were still firing when *Tennessee* retired for the night, even though she and *Idaho* had been able to demolish many massive masonry pillboxes with direct hits.

Vice Admiral Richmond K. Turner arrived off Iwo Jima at 0800 on the morning of 19 February with the main body of the invasion force and assumed command. Transports formed up in the darkness and, at daybreak, put their landing craft into the water as troops clambered down the ship's cargo nets. The loaded land-

ing craft circled near the transports as they awaited the signal to land. Tank landing ships moved closer to shore, opened their bow doors, and launched LVT's carrying the first wave of assault troops. Shortly after daylight, a heavy bombardment was opened by the ships of Task Force 54 reinforced by the newer battleships *North Carolina* (BB-55), *Washington* (BB-56), and three cruisers lent for the occasion by Task Force 58. A total of seven battleships, four 8-inch gun heavy cruisers, and three light cruisers armed with 8-inchers laid their fire on the landing areas. At first, the fire was slow and deliberate. It was checked for an air strike, as planes from the fast carrier force delivered bombs, rockets, and napalm before the ships resumed a heavier fire. Beginning at 0850, fire was so adjusted that carrier fighters could strafe the beaches during the last few minutes before H-hour. One minute before H-hour, the turret guns ceased firing, and the secondary guns began to drop a rolling barrage just ahead of the marines as they landed and moved inland. Shore fire control parties (SFCP) accompanied the marines ashore; one SFCP was assigned to work with each of the supporting battleships and cruisers.

The first wave crossed the line of departure at 0830 and landed only a fraction before the scheduled 0900 H-hour. As the troops landed, the Japanese, who had waited out the bombardment in their deep tunnels, manned guns and mortars in protected emplacements and opened an increasingly heavy fire. The ships' guns were kept busy; main batteries took on gun positions as they were located while the lighter guns kept up their barrage ahead of the men on the ground. *Tennessee's* station was 8,000 yards from Suribachi at the southern end of the landing area, and the water around her was churned by hundreds of vehicles and landing craft as the successive waves moved in. By the end of the day, some 30,000 marines were on Iwo Jima, and some tanks and artillery had been landed.

Ground fighting on Iwo Jima continued until 26 March, as the stubborn Japanese were slowly rooted out of the positions that they continued to defend to the last. Even before the struggle ended, though, Army engineers had patched up the island's battered airstrip; and damaged B-29s were able to seek refuge on dry land instead of ditching. *Tennessee* was a part of this struggle until 7 March, when she sailed for Ulithi. The days after the landing were a steady routine of call fire and counterbattery work as Japanese guns continued to reveal themselves by opening fire on the hovering support ships before being located and taken out. For this purpose, it had been found that single-gun salvos at close range, using "pointer fire" (in which the gun is directly aimed by telescopic sight), were the most precise and effective. The notion of using a 14-inch naval gun for sniping was rather new, but it seemed to work very well.

*Tennessee* left the area, having deposited 1,370 rounds of main-battery fire on Iwo Jima along with 6,380 5-inch and 11,481 40-millimeter projectiles. At Ulithi, she began to prepare for the Okinawa operation. Supplies and ammunition were loaded, and the tired sailors stretched their legs and drank beer on tiny Mog Mog Island, whose principal selling point as a vacation resort seemed to be that it did not move underfoot.

Everyone involved knew that this job would be attended by special hazards. Censorship had prevented any mention of the Japanese kamikaze weapon in the American press, but it was much in the mind of the Fleet. Admiral Oldendorf, injured and hospitalized shortly after reaching Ulithi, was replaced by Rear Admiral Morton Deyo, who broke his flag in *Tennessee* on 15 March. On the 21st, Task Force 54, the gunfire force, was underway for the Ryukyus. As Kerama Retto, a small cluster of islands near Okinawa, was taken for use as an advanced base, the battleships arrived off the main island. With *Tennessee* were *Colorado*, *Maryland*, *West Virginia*, *New Mexico*, and *Idaho*, as well as *Nevada*, *New York*, *Texas*, and the venerable

Arkansas (BB-39), first commissioned in 1912 and still pulling her weight; she was the only battleship in the fleet still armed with 12-inch guns. With the capital ships armed with 12-inch guns. With destroyer escorts, and numerous gun- and rocket-firing LCI's and LSM's.

Shortly after midnight on 26 March 1945, Task Force 54 approached Okinawa with its crews at general quarters in the darkness. At daylight, it deployed; the bombardment began at long range since the nearer waters had not yet been swept for mines. The mine-sweepers began to work as the ships fired on targets located by previous aerial reconnaissance. No enemy shells pecked at spotting planes, Japanese submarines were in the area, and a number of ships sighted torpedo wakes, but no damage resulted. Planes from the escort carriers and from Task Force 58 mounted strikes on the island, took detailed photographs, and flew air cover for the surface ships. The need for this became quite evident early on the next morning, when a number of kamikazes came in at a time when no combat air patrol (CAP) was overhead. One suicide hit Nevada, knocking out one of her turrets; another damaged Bloat (CL-80) at the waterline, while a third went into the water to port of Tennessee. The converted "Ginsdacker" Dorsey (DMS-1) was hit by a kamikaze which glanced off the ship, damaging, but not crippling her.

This was to be the pattern of life off Okinawa during the grueling weeks to come, as the fleet that came to stay" battled to see the land battle through while keeping their alive. Long hours at general quarters kept all hands tense and tired as the ships prowled off the island firing at every likely target while reports of suicide attacks piled up.

The day of the landing—1 April 1945, Easter Sunday—was bright and fair, with a gentle breeze. At 0600, Admiral Turner assumed overall command of the operation as Deyo continued to direct the gunfire ships. After a morning bombardment which Morrison described as "the most impressive gunfire support that any assault troops had ever had," the landing began. H-Hour was 0830, preceded by the by-now customary intense battering by everything from batheys and carrier planes to sheaves of rockets from flat-bottomed landing craft. As the troops hit the beach, meteor-bombardment was lifted. Early progress was good, meeting surprisingly light opposition. Veterans of earlier landings, and even the intelligence staff, were puzzled at not having to fight the usual savage struggle to get ashore. Lieutenant General Mitsuru Ushijima, commanding nearly 100,000 defenders—three-quarters of whom were regular Army troops—had decided to make an attempt to stop the landing at the beaches. Instead, he dug his main strength into the hilly southern end of Okinawa, thoroughly fortified as two days had been put on a much larger scale. Japanese artillery held their fire during the pre-landing bombardment so that their positions would not be given away; instead of dueling with the ships, they would save their fire for the landing troops. His general idea was to pin down the invasion force and delay it as long as possible, while a massive suicide air offensive wore down the supporting naval forces.

By 18 April, all of northern and central Okinawa was in American hands. The long fight for the Japanese citadel around the old island capital of Naha was to last much longer, and the island was not secured until 21 June. In the meanwhile, the Navy battled by day and night against the unremitting kamikaze offensive. On the afternoon of 12 April, Tennessee—instead of taking up a fire-support station—was steaming in air-defense formation. Deyo had been warned that a heavy air attack was on the way and, during the afternoon, it arrived. Some suicide bombers were knocked down by pocket destroyers or splashed by CAP; others, though, got through and aimed themselves at the firing, maneuvering ships. More bandits were shot down by

anti-aircraft fire, but Zellers (DD-777) was set ablaze by a crashing plane. Five more picked Tennessee and came in through puffs of shell bursts and the heavy smoke from Zellers. Four were shot down, the last three only hundreds of yards from the battery. The last diver came down on the bow at a 45-degree angle, was set ablaze by 5-inch fire, and plunged into the water. At the same time, an Albatross "Val" dive-bomber, flying low on the starboard bow, headed directly for Tennessee's bridge. Lookouts spotted the "Val" at 2,500 yards, and every automatic weapon that could bear opened up. One of the plane's fixed wheels was torn off, and its engine began to smoke. Heading as first for Tennessee's tower foremast, the Japanese pilot swerved slightly and crashed into the Japanese bridge. The burning wreck slid aft along the superstructure, crushing anti-aircraft guns and their crews, and stopped next to Target Three. It had carried a 250-pound bomb which, with what was left of the plane, went through the wooden deck and exploded. Twenty-two men were killed or fatally wounded, with another 107 injured.

This was not enough to put Tennessee out of action. The dead were buried at sea, and the wounded transferred the following day to the casualty-eva-cuation transport Pinkney (APN-2). The ship's company turned was back on the firing line. Tennessee remained off Okinawa for two more weeks. On 1 May, Admiral Deyo shifted his flag to a cruiser, and Tennessee set her course for Ulithi. Here, the repair ship Ajax (AR-6) made repairs, cutting away damaged plating and the ship sailed for Okinawa, arriving on the 9th. By now, the worst was over. Army troops were making a final drive to clear the island, and Tennessee's gunfire again helped to clear the way. With the other old battleships, she remained in support until organized resistance was declared at an end on 21 June. By this time, the scene in the air was different. Besides Navy carrier planes, large numbers of Army Air Force fighters were now flying from Okinawan fields; and the fighters when everything that flew was a cause for alarm had ended—for the time being.

Vice Admiral Oldendorf was subsequently placed in command of naval forces in the Ryukyus, and Tennessee flew his flag as she covered minesweeping operations in the East China Sea and patrolled the waters off Shanghai for Japanese shipping as escort carriers sent strikes against the China coast. This was Tennessee's station until V-J Day brought an end to the war in the Pacific. When this glad day came, the big ship was operating out of Okinawa and preparing to take part in the planned invasion of Japan.

The battleship's final assignment of the war was to cover the landing of occupation troops at Wakayama, Japan. She arrived there on 28 September, then went on to Tokosuku. Tennessee's crew had the chance to look over the Imperial Navy's big shipyard and operating base and do some sightseeing before she got underway for Singapore on 15 October. At Singapore, Oldendorf shifted his flag to the cruiser Springfield (CL-66), and Tennessee continued her long voyage home by way of the Cape of Good Hope.

On the fourth anniversary of Pearl Harbor, the old veteran moored at the Philadelphia Naval Shipyard. During those years, she had hurled 8,847 14-inch rounds at the enemy, with 46,841 shells from her 5-inch guns and more than 100,000 rounds from her anti-aircraft battery.

The process of trimming the wartime Navy down to postwar size was already well underway. Tennessee was one of the older, yet still useful, ships selected for inclusion in the "mothball fleet," and, during 1946, she underwent a process of preservation and preparation for inactivation. The work went slowly; there were many ships to lay up and not too many people to do it. Finally, on 14 February 1947, Tennessee's ensign

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was hauled down for the last time as she was placed out of commission.

*Tennessee* remained in the inactive fleet for another 12 years. By then, time and technology had passed her by; and, on 1 March 1959, her name was struck from the Naval Vessel Register. On 10 July of that year, she was sold to the Bethlehem Steel Company for scrapping.

*Tennessee* earned a Navy Unit Commendation and 10 battle stars for World War II service.

### Tensas

A river which rises in East Carroll Parish, La., and winds its way south to join the Ouachita at Jonesville.

(SwGbt: t. 41; l. 91'; b. 22'5"; dph. 3'7½"; dr. 4'; a. 2 24-pdr. how.)

*Tom Sugg*—a wooden-hulled side-wheel steamer built in 1860 at Cincinnati, Ohio—was outfitted as a side-wheel gunboat and served under the name *Tom Sugg*. She operated as a merchant river boat in Arkansas on the White River carrying cotton and general cargo. After the outbreak of the Civil War, she transported arms and horses for Confederate troops near the White River.

On 14 August 1863, USS *Cricket* ascended the Little Red River and captured *Tom Sugg* and *Kaskaskia* at Searcy's Landing. This blow destroyed Confederate river transportation in northern Arkansas and ultimately diminished the flow of supplies to Southern troops east of the Mississippi.

The United States Navy Department purchased the side-wheel gunboat from the Illinois Prize Court on 29 September 1863, and she was commissioned as *Tensas* on 1 January 1864 at Mound City, Ill., Acting Master E. C. Van Pelt in command. She served with the Mississippi River Squadron and was decommissioned on 7 August 1865. She was sold at public auction on 17 August 1865 at Mound City, Ill., to E. B. Trinidad.

### Tensaw

A variant form of the name *Tensas*, a term derived from the Louisiana Indian tribe *Taensa*.

(YTB-418: dp. 260 (tl.); l. 100'; b. 28'; dr. 11'; s. 12 k.; cpl. 10; a. 2 .50-cal mg.; cl. *Sassaba*)

*Tensaw* (YTB-418) ex-YT-418, was laid down on 8 August 1944 at the Coast Guard Yard, Curtis Bay, Md.; launched on 11 October 1944; sponsored by Mrs. Albert G. Mariner, Jr.; and placed in service on 8 March 1945.

Late that month, the new large harbor tug reported to the Commandant of the 5th Naval District at Norfolk. In April, she proceeded via the Panama Canal to the Pacific and arrived at Pearl Harbor on 14 May to begin duties in support of the Pacific Fleet. In June 1945, she steamed, via the Marshalls, to the Marianas where she operated through the end of World War II. After Japan capitulated, the tug continued to serve in the Marianas until the Korean War sent her, via the Philippines, to Japan.

Arriving at Yokosuka on 7 February 1951, she supported United Nations forces through the armistice in the summer of 1953. She continued in the western Pacific through the 1950's and into the 1960's. Redesignated a medium harbor tug—YTM—in February 1962, she remained with the Pacific Fleet until July 1967 when she was inactivated, and her name was struck from the Navy list. The tug was subsequently slated for disposal by sale, but no record of her final disposition has been found.

### Tercei

The male of various hawks, especially of the peregrine falcon and the goshawk.

(AM-386: dp. 890; l. 221'1"; b. 32'2"; dr. 10'9"; s. 18.1 k. (tl.); cpl. 117; a. 1 3", 2 40mm.; cl. *Auk*)

*Tercei* (AM-386) was laid down on 16 May 1944 by the American Shipbuilding Co., Lorain, Ohio; launched on 18 December 1944; sponsored by Mrs. J. H. Thompson; and commissioned on 21 August 1945, Lt. Comdr. M. Dent, Jr., USNR, in command.

Following trials in Lake Erie, *Tercei* headed for the Atlantic via the Great Lakes waterway and the St. Lawrence River. She arrived at Boston on 7 September and was outfitted. Sailing on 2 November, *Tercei* reached Little Creek, Va., the next day for her shake-down cruise.

*Tercei* was assigned to Mine Forces, Atlantic Fleet, on 1 January 1946, when that organization was activated. She stood out of Norfolk a week later and conducted exercises in the Chesapeake Bay until 21 March. In April, she was assigned to the Mine Warfare School at Yorktown and supported that establishment until 2 July 1946. The minesweeper conducted local operations and participated in exercises along the eastern seaboard from the Caribbean to New London until 20 July 1951 when she arrived at Charleston, S.C.

*Tercei* stood out of Charleston in early September 1951 for her first deployment to the Mediterranean. While there, she called at Gibraltar and ports in Italy, France, Malta, and Greece. Upon her return to Charleston on 6 February 1952, she resumed her normal east coast routine.

*Tercei* was again deployed to the Mediterranean from 21 April to 26 October 1953. Then, after approximately eight months of operations in home waters, the minesweeper was transferred to the Atlantic Reserve Fleet for a preinactivation overhaul. The ship was placed out of commission, in reserve, at Orange, Tex., on 10 November 1954. On 7 February 1955, she was redesignated MSF-386 and reclassified a steel-hulled fleet minesweeper. *Tercei* was struck from the Navy list on 1 July 1972 and scrapped.

### Terebinth

A small European tree of the Sumac family that yields Chian turpentine.

(AN-59: dp. 1,275; l. 194'6"; b. 37'; dr. 13'6"; s. 12.1 k.; cpl. 56; a. 1 3"; cl. *Althaus*)

*Terebinth* (AN-59) was laid down as *Balm* (YN-78) on 24 March 1943 at New Bern, N.C., by the Barbour Boat Works; launched on 19 August 1943; sponsored by Mrs. J. M. Mitchell; renamed *Terebinth* on 7 December 1943; redesignated AN-59 on 20 January 1944; and commissioned on 5 August 1944, Lt. Sandrup Bernsen, USNR, in command.

*Terebinth* departed Morehead City, N.C., on 8 August to complete fitting out at the Norfolk Navy Yard. On the 24th, the net laying ship steamed to Melville, R.I., for shakedown training which she completed on 11 September. After operating in the 5th Naval District out of Norfolk for two months, the net layer got underway on 18 November for the west coast. She transited the Panama Canal on the 27th and reached San Francisco on 20 December 1944.

On 28 January 1945, *Terebinth* headed for Hawaii and arrived at Pearl Harbor on 7 February. The following week, the net layer joined a convoy which proceeded, via Johnston Island and Eniwetok, to Ulithi. She was there from 8 to 11 March when she joined units of Mine Squadron 10 bound for the Philippines. The ships arrived at San Pedro Bay 10 days later, prepared for the invasion of the Ryukyu Islands, and sortied on 19 March. They arrived off Kerama Retto

the United Kingdom before departing Boston on 6 December 1944 for Oran, Algeria; Casablanca, French Morocco; and Marseille, France. The transport left the Mediterranean one day after Christmas and proceeded to Norfolk, Va.

In 1945, *West Point* voyaged to Italian and French ports, via Oran or Gibraltar, staging from Hampton Roads, Va., Boston, or New York. After Germany surrendered, she took part in some of the initial "Magic Carpet" voyages, bringing home American troops from the European battlefronts. Following her last European voyage—to Le Havre, France—*West Point* was transferred to the Pacific Fleet. She departed Boston on 10 December 1945, transited the Panama Canal, and proceeded to Manila, Philippines, via Pearl Harbor. Retracing the same route, she returned to New York on 7 February 1946 and soon got underway for Hampton Roads, where she was released from troop-carrying service on 22 February, Washington's Birthday. Six days later, the ship was decommissioned and transferred to the Maritime Commission's War Shipping Administration. *West Point* was struck from the Navy list on 12 March 1946.

Carrying a total of over 850,000 troops during her naval service, *West Point* had the largest capacity of any Navy troopship in service during World War II. On one voyage in August 1944, she carried, including ship's company, a total of 9,805 people. In addition to troops, she had carried Red Cross workers; United Nations officials; children; civilians; prisoners of war; and U.S.O. entertainers.

Returning to her builder's yard at Newport News, *West Point* reacquired her old name—*America*—and immediately began conversion back to her original passenger-carrying configuration. She was returned to the United States Lines on 31 October 1948 and departed New York on 10 November to begin her maiden postwar crossing of the Atlantic. The liner continued to carry passengers between New York and Southampton, England, into 1964.

With the advent of stiffer international competition in the transoceanic shipping business and the launching of the new United States Lines' flagship—the larger, more luxurious *United States—America* was sold to the Chandris Shipping Line, a Greek firm, in October 1964. Renamed *Australia*, the erstwhile transport and flagship of the United States Lines operated as a passenger liner into 1977 on cruises to the Far East and South Pacific. Acquired by an American cruise ship firm in early 1978, the ship's maiden voyage for her new owners was financially unsuccessful, and the ship began a major refit soon thereafter.

#### *West Shore*

(Freighter: dp. 12,000; l. 423'9"; b. 54'2"; dph. 27'8"; dr. 24'½" (mean); s. 10.5 k.; cpl. 70; a. 15", 13")

*West Shore*—a steel-hulled, single-screw freighter originally named *War Archer*—was launched on 13 January 1918 at Portland, Oreg., by the Northwest Steel Co., under a United States Shipping Board (USSB) contract; taken over by the Navy and assigned the Id. No. 3170; and was commissioned at New York on 7 August 1918, Lt. Comdr. Harry R. Swift, USNRF, in command.

The freighter soon shifted to Norfolk, Va., where she loaded 6,753 tons of cars and trucks for transportation to France. Returning to New York, the freighter sailed in convoy for European waters on 23 September and arrived at Brest on 12 October. *West Shore* unloaded her cargo and sailed on 6 November 1918—with 1,500 tons of iron pyrites as ballast—for the east coast of the United States. While the ship was making the return leg of her voyage, the armistice was signed on 11 November 1918 ending World War I.

Arriving back at New York on 26 November, *West Shore* loaded 7,714 tons of flour and foodstuffs. She

sailed for Europe on 18 December; touched at Falmouth, England; and made port at Rotterdam, Holland, on 8 January 1919. Departing Rotterdam in ballast on 21 January, the cargo vessel arrived back at New York on 5 February 1919. Less than a month later, on 4 March 1919, *West Shore* was simultaneously decommissioned, struck from the Navy list, and returned to the USSB.

Eventually laid up by the USSB in the mid-1920's and listed in contemporary merchant ship lists as *West-shore*, the freighter subsequently deteriorated until she was abandoned in either late 1929 or early 1930.

#### *West View*

(Freighter: t. 5,508; l. 428'; b. 54'; dr. 24'½"; dph. 29'9"; s. 10 k.; cpl. 82)

*West View*—a steel-hulled, single-screw freighter completed in 1918 at Portland, Oreg., by the Northwest Steel Co., for the United States Shipping Board (USSB)—was acquired by the Navy for use by the Naval Overseas Transportation Service (NOTS). Taken over and commissioned at the Puget Sound Navy Yard, Bremerton, Wash., on 21 November 1918, *West View* conducted only one voyage for NOTS. She carried a cargo of 7,200 tons of flour from the west coast via the Panama Canal to New York City where she arrived on 12 January 1919. Decommissioned there on 20 January 1919, the ship was simultaneously returned to the USSB and struck from the Navy list. She remained in the hands of the USSB and its successor, the Maritime Commission, and lay in reserve in the James River into the late 1930's. Her name does not appear in any listing of American merchantmen after 1938, suggesting that she was probably broken up due to age and deterioration.

#### *West Virginia*

At the outbreak of the Civil War, 40 western counties of Virginia remained loyal when the rest of the state seceded. West Virginia was admitted to the Union as the 35th state on 20 June 1863.

#### I

*West Virginia* (Armored Cruiser No. 5) was renamed *Huntington* (q.v.) on 11 November 1916, in order to free the name *West Virginia* for Battleship No. 48.

#### II

(BB-48: dp. 33,590 (f.); l. 624'0"; b. 97'3½"; dr. 30'8" (mean); s. 21.0 k.; cpl. 1,407; a. 8 16", 12 5", 8 8", 4 6-pdrs., 2 21" tt.; cl. *Colorado*)

The second *West Virginia* (Battleship No. 48) was laid down on 12 April 1920 by the Newport News Shipbuilding and Drydock Co. of Newport News, Va.; reclassified to BB-48 on 17 July 1920; launched on 17 November 1921; sponsored by Miss Alice Wright Mann, daughter of Isaac T. Mann, a prominent West Virginian; and commissioned on 1 December 1923, Capt. Thomas J. Senn in command.

The most recent of the "super-dreadnoughts," *West Virginia* embodied the latest knowledge of naval architecture; the water-tight compartmentation of her hull and her armor protection marked an advance over the design of battleships built or on the drawing boards before the Battle of Jutland.

In the months that followed, *West Virginia* ran her trials and shakedown and underwent post-commissioning alterations. After a brief period of work at the New York Navy Yard, the ship made the passage to Hampton Roads, although experiencing trouble with her steering gear while en route. Overhauling the troublesome gear thoroughly while in Hampton Roads,

*West Virginia* put to sea on the morning of 16 June 1924. At 1010, while the battleship was steaming in the center of Lynnhaven Channel, the quartermaster at the wheel reported that the rudder indicator would not answer. The ringing of the emergency bell to the steering motor room produced no response; Capt. Senn quickly ordered all engines stopped, but the engine room telegraph would not answer—it was later discovered that there was no power to the engine room telegraph or the steering telegraph.

The captain then resorted to sending orders down to main control via the voice tube from the bridge. He ordered full speed ahead on the port engine; all stop on the starboard. Efforts continued apace over the ensuing moments to steer the ship with her engines and keep her in the channel and, when this failed, to check headway from the edge of the channel. Unfortunately, all efforts failed; and, as the ship lost headway due to an engine casualty, *West Virginia* grounded on the soft mud bottom. Fortunately, as Comdr. (later Admiral) Harold R. Stark, the executive officer, reported: "... not the slightest damage to the hull had been sustained."

The court of inquiry, investigating the grounding, found that inaccurate and misleading navigational data had been supplied the ship. The legends on the charts provided were found to have indicated uniformly greater channel width than actually existed. The findings of the court thus exonerated Capt. Senn and the navigator from any blame.

After repairs had been effected, *West Virginia* became flagship for the Commander, Battleship Division, Battle Fleet, on 30 October 1924, thus beginning her service as an integral part of the "backbone of the fleet"—as the battleships were regarded. She soon proved her worth under a succession of commanding officers—most of whom later attained flag rank. In 1925, for example, under Capt. A. J. Hepburn, the comparative newcomer to battleship ranks scored first in competitive short range target practices. During Hepburn's tour, *West Virginia* garnered two trophies for attaining the highest merit in the category.

The ship later won the American Defense Cup—presented by the American Defense Society to the battleship obtaining the highest merit with all guns in short-range firing—and the Spokane Cup, presented by that city's Chamber of Commerce in recognition of the battleship's scoring the highest merit with all guns at short range. In 1925, *West Virginia* won the Battle Efficiency Pennant for battleships—the first time that the ship had won the coveted "Meatball." She won it again in 1927, 1932, and 1933.

During this period, *West Virginia* underwent a cycle of training, maintenance, and readiness exercises, taking part in engineering and gunnery competitions

and the annual large-scale exercises, or "Fleet Problems." In the latter, the Fleet would be divided up into opposing sides, and a strategic or tactical situation would be played out, with the lessons learned becoming part and parcel of the development of doctrine that would later be tested in the crucible of combat.

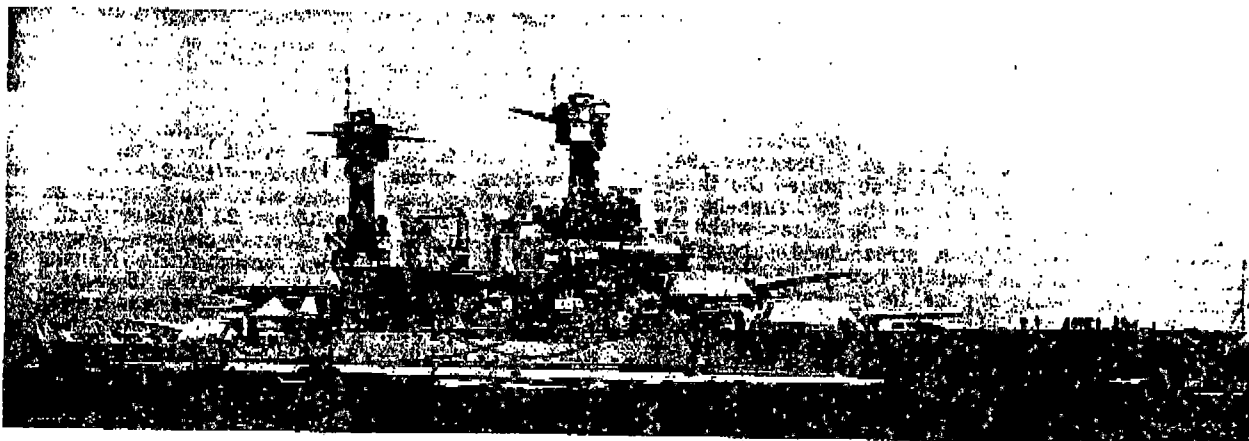
During 1925, the battleship took part in the joint Army-Navy maneuvers to test the defenses of the Hawaiian Islands and then cruised with the Fleet to Australia and New Zealand. In fleet exercises subsequent to the 1925 cruise, *West Virginia* ranged from Hawaii to the Caribbean and the Atlantic, and from Alaskan waters to Panama.

In order to keep pace with technological developments in ordnance, gunnery, and fire control—as well as engineering and aviation—the ship underwent modifications designed to increase the ship's capacity to perform her designed function. Some of the alterations effected included the replacement of her initial 8-inch antiaircraft battery with 5-inch/25-caliber dual-purpose guns; the addition of platforms for .50-caliber machine guns at the foremast and maintop; and the addition of catapults on her quarterdeck, aft, and on her number III, or "high" turret.

In the closing years of the decade of the 1930's, however, it was becoming evident to many that it was only a matter of time before the United States became involved in yet another war on a grand scale. The United States Fleet thus came to be considered a grand deterrent to the country's most probable enemy—Japan. This reasoning produced the hurried despatch of the Fleet to Pacific waters in the spring of 1939 and the retention of the Fleet in Hawaiian waters in 1940, following the conclusion of Fleet Problem XXI in April.

As the year 1941 progressed, *West Virginia* carried out a schedule of intensive training, basing on Pearl Harbor and operating in various task forces and groups in the Hawaiian operating area. This routine continued even through the unusually tense period that began in late November and extended into the next month. Such at-sea periods were usually followed by in-port upkeep, with the battleships mooring to masonry "quays" along the southeast shores of Ford Island in the center of Pearl Harbor.

On Sunday, 7 December 1941, *West Virginia* lay moored outboard of *Tennessee* (BB-43) at berth F-6 with 40 feet of water beneath her keel. Shortly before 0800, Japanese planes, flying from a six-carrier task force, commenced their well-planned attack on the Fleet at Pearl Harbor. *West Virginia* took five 18-inch aircraft torpedoes in her port side and two bomb hits—those bombs being 15-inch armor-piercing shells fitted with fins. The first bomb penetrated the superstructure deck, wrecking the port casemates and causing that deck to collapse to the level of the galley deck below.



USS *West Virginia* (BB-48), circa 1935. (80-G-462964)

Four casemates and the galley caught fire immediately, with the subsequent detonation of the ready-service projectiles stowed in the casemates.

The second bomb hit further aft, wrecking one Vought OS2U Kingfisher floatplane atop the "high" catapult on Turret III and pitching the second one on her top on the main deck below. The projectile penetrated the 4-inch turret roof, wrecking one gun in the turret itself. Although the bomb proved a dud, burning gasoline from the damaged aircraft caused some damage.

The torpedoes, though, ripped into the ship's port side; only prompt action by Lt. Claude V. Ricketts, the assistant fire control officer who had some knowledge of damage control techniques, saved the ship from the fate that befell *Oklahoma* (BB-37) moored ahead. She, too, took torpedo hits that flooded the ship and caused her to capsize.

Instances of heroic conduct on board the heavily damaged battleship proliferated in the heat of battle. The ship's commanding officer, Capt. Mervyn S. Bennion, arrived on his bridge early in the battle, only to be struck down by a bomb fragment hurled in his direction when a 15-inch "bomb" hit the center gun in *Tennessee's* Turret II, spraying that ship's superstructure and *West Virginia's* with fragments. Bennion, hit in the abdomen, crumpled to the deck, mortally wounded, but clung tenaciously to life until just before the ship was abandoned, involved in the conduct of the ship's defense up to the last moment of his life. For his conspicuous devotion to duty, extraordinary courage, and complete disregard of his own life, Capt. Bennion was awarded a Medal of Honor, posthumously.

*West Virginia* was abandoned, settling to the harbor bottom on an even keel, her fires fought from on board by a party that volunteered to return to the ship after the first abandonment. By the afternoon of the following day, 8 December, the flames had been extinguished. The garbage lighter, YG-17, played an important role in assisting those efforts during the Pearl Harbor attack, remaining in position alongside despite the danger posed by exploding ammunition on board the battleship.

Later examination revealed that *West Virginia* had taken not five, but six, torpedo hits. With a patch over the damaged areas of her hull, the battleship was pumped out and ultimately refloated on 17 May 1942. Docked in Drydock Number One on 9 June, *West Virginia* again came under scrutiny, and it was discovered that there had been not six, but seven torpedo hits.

During the ensuing repairs, workers located 70 bodies of *West Virginia* sailors who had been trapped below when the ship sank. In one compartment, a calendar was found, the last scratch-off date being 23 December. The task confronting the nucleus crew and shipyard workers was a monumental one, so great was the damage on the battleship's port side. Ultimately, however, *West Virginia* departed Pearl Harbor for the west coast and a complete rebuilding at the Puget Sound Navy Yard at Bremerton, Wash.

Emerging from the extensive modernization, the battleship that had risen, Phoenix-like, from the destruction at Pearl Harbor looked totally different from the way she had appeared prior to 7 December 1941. Gone were the "cage" masts that supported the three-tier fire-control tops, as well as the two funnels, the open-mount 5-inch/25's and the casemates with the single-purpose 5-inch/51's. A streamlined superstructure now gave the ship a totally new silhouette; dual-purpose 5-inch/38-caliber guns, in gunhouses, gave the ship a potent anti-aircraft battery. In addition, 40-millimeter Bofors and 20-millimeter Oerlikon batteries studied the decks, giving the ship a heavy "punch" for dealing with close-in enemy planes.

*West Virginia* remained at Puget Sound until early July 1944. Loading ammunition on the 2d, the battleship got underway soon thereafter to conduct her sea trials out of Port Townsend, Wash. She ran a full

power trial on the 6th, continuing her working-up until the 12th. Subsequently returning to Puget Sound for last-minute repairs, the battleship headed for San Pedro and her post-modernization shakedown.

Finally ready to rejoin the Fleet from which she had been away for two years, *West Virginia* sailed for the Hawaiian Islands on 14 September. Escorted by two destroyers, she made landfall on Oahu on the 23d. Ultimately pushing on for Manus, in the Admiralties, in company with the fleet carrier *Hancock* (CV-19), *West Virginia*, as a unit of Battleship Division (Bat Div) 4, reached Seeadler Harbor on 5 October. The next day, she again became a flagship when Rear Admiral Ruddock shifted his flag from *Maryland* (BB-46) to the "Wee Vee" as Commander, BatDiv 4.

Underway on 12 October to participate in the invasion of the Philippine Islands, *West Virginia* sailed as part of Task Group (TG) 77.2, under the overall command of Rear Admiral Jesse B. Oldendorf. On 18 October, the battle line passed into Leyte Gulf, *West Virginia* steaming astern of *California* (BB-44).

At 1645, *California* cut loose a mine with her paravanes; *West Virginia* successfully dodged the horned menace, it being destroyed a few moments later by gunfire from one of the destroyers in the screen. On 19 October, *West Virginia* steamed into her assigned station in San Pedro Bay at 0700 to stand by off shore and provide shore bombardment against targets in the Tacloban area of Leyte. Retiring to sea that evening, the battleship and her consorts returned the next morning to lay down heavy gunfire on Japanese installations in the vicinity of the town of Tacloban.

On the 19th, *West Virginia's* gunners sent 278 16-inch and 1,586 5-inch shells against Japanese installations, silencing enemy artillery and supporting the UDT (underwater demolition teams) preparing the beaches for the assault that came on the 20th. On the latter day, enemy planes made many appearances over the landing area. *West Virginia* took those within range under fire but did not down any.

On the 21st, as she was proceeding to her fire support area to render further gunfire support for the troops still pouring ashore, *West Virginia* touched bottom, slightly damaging three of her four screws. The vibrations caused by the damaged blades limited sustained speeds to 16 knots—18 in emergencies.

For the next two days, *West Virginia*, with her augmented anti-aircraft batteries, remained off the beachhead during the daylight hours, retiring to seaward at night, providing anti-aircraft covering fire for the unfolding invasion operations. Meanwhile, the Japanese, seeing that American operations against Leyte were on a large scale, decided to strike back. Accordingly, the enemy, willing to accept the heavy risks involved, set out in four widely separated forces to destroy the American invasion fleet.

Four carriers and two "hermaphrodite" battleship-carriers (*Ise* and *Hyuga*) sailed toward the Philippine Sea from Japanese home waters; a small surface force under Admiral Shima headed for the Sulu Sea; two striking forces consisting of battleships, cruisers, and destroyers sortied from Lingga Roads, Sumatra, before separating north of Borneo. The larger of those two groups, commanded by Admiral Kurita, passed north of the island of Palawan to transit the Sibuyan Sea.

American submarines *Darter* (SS-247) and *Dace* (SS-227) drew first blood in what would become known as the Battle for Leyte Gulf on 23 October when they sank, respectively, two of Kurita's cruisers—*Maya* and *Atago*. Undeterred, Kurita continued the transit, his force built around the giant battleship *Musashi*.

The smaller of the two forces, under Admiral Nishimura, turned south of Palawan and transited the Sulu Sea to pass between the islands of Mindanao and Leyte. Shima's forces obediently followed Nishimura's, heading for Leyte Gulf as the southern jaw of a pincer designed to hit the assemblage of amphibious ships and transports unloading off the Leyte beachhead.

Detailed to deal with the force heading in his direc-

tion, Admiral Oldendorf accordingly deployed his sizeable force—six battleships, eight cruisers, and 28 destroyers—across the northern end of Surigao Strait. The American men-of-war steamed along their assigned courses, their bows cleaving through the smooth sea.

At 2236 on 24 October 1944, the American PT boats deployed in the strait and its approaches made radar contact with Nishimura's force, conducting a harassing attack that annoyed, but did not stop, the oncoming enemy. Well into the strait by 0800 on the 25th, Nishimura took up battle formation when five American destroyers launched a well-planned torpedo attack. Caught in the spread of torpedoes, the battleship *Fuso* took hits and dropped out of the formation; other spreads of "fish" dispatched a pair of Japanese destroyers and crippled a third.

*Fuso's* sistership *Yamashiro*, meanwhile, had taken one hit and was slowed down, only to be hit again within 15 minutes' time. *Fuso* herself, apparently ravaged by fires ignited by the torpedo hits, blew up with a tremendous explosion at 0838.

*West Virginia*, meanwhile, was maintaining her position ahead of *Maryland*, *Mississippi* (BB-41), *Tennessee*, *California*, and *Pennsylvania* (BB-38)—four of these ships, like *West Virginia*, veterans of Pearl Harbor. From 0021 on the 25th, the battleship had picked up reports on the PT boat and destroyer attacks; finally at 0316, *West Virginia's* radar picked up Nishimura's force at a range of 42,000 yards. She tracked them as they approached in the pitch black night.

At 0852, *West Virginia* unleashed her 16-inch main battery; she fired 16 salvos in the direction of Nishimura's ships as Oldendorf crossed the Japanese "T" and thus achieved the tactical mastery of a situation that almost every surface admiral dreams of. At 0418, the "Wee Vee" ceased fire; the Japanese remnants proceeded in disorder down the strait from whence they had come. Several burning Japanese ships littered the strait; *West Virginia* had contributed to *Yamashiro's* demise, thus averaging her own crippling in the Pearl Harbor attack.

*West Virginia* had thus taken part in the last naval engagement fought by line-of-battle ships and, on the 29th, departed the Philippines for Ulithi, in company with *Tennessee* and *Maryland*. Subsequently heading for Espiritu Santo, in the New Hebrides, after Admiral Ruddle had shifted his flag back from *West Virginia* to *Maryland*, the former underwent a period of upkeep in the floating drydock, *ABSD-1*, for her damaged screws.

The "Wee Vee" returned to the Philippines, via Manus, on 25 November, resuming her patrols in Leyte Gulf and serving as part of the antiaircraft screen for the transports and amphibious ships. At 1139 on the 27th, *West Virginia's* antiaircraft guns splashed a suicider and assisted in downing others while on duty the next day.

Rear Admiral Ruddle shifted back on board on the 30th, *West Virginia* maintaining her operations off Leyte until 2 December, when the battleship headed for the Palaus. The battlewagon was then made the flagship for the newly formed TG 77.12 and proceeded toward the Sulu Sea to cover the landings made by the Southwest Pacific Force on the island of Mindoro. Entering Leyte Gulf late on the evening of 12 December, *West Virginia* transited the Surigao Strait on the 13th and steamed into the Sulu Sea with a carrier force to provide cover for the transports in TG 78.3.

She subsequently covered the retirement of the transports on 15 December, later fueling in Leyte Gulf before she returned to Kossol Roads, Palau, at mid-day on the 19th. There, *West Virginia* spent the Christmas of 1944.

There was more work to be done, however, for the battleship, as the "return" to the Philippines continued apace. On New Year's Day, Rear Admiral Ingram C. Sowell relieved Rear Admiral Ruddle as Commander, BatDiv 4, and the ship got underway for Leyte Gulf as part of TG 77.2.

Entering the gulf during the pre-dawn hours of 8 January, *West Virginia* proceeded into the Sulu Sea. Japanese air opposition, intensifying since the early part of the Philippine campaign, was becoming more deadly. *West Virginia's* men saw evidence of that when a twin-engined "Frances" crashed the escort carrier *Ommamey Bay* (CVE-79) at 1712 on the 4th. Fires and explosions ultimately forced the "jeep carrier's" abandonment, her survivors being picked up by other ships in the screen. *Burns* (DD-588) dispatched the blazing CVE with torpedoes.

Taking on board survivors from *Ommamey Bay* from the destroyer *Twiggs* (DD-591), *West Virginia* entered the South China Sea on the morning of the following day, 5 January 1945, defending the carriers during the day from Japanese air attacks. Subsequently, the battleship moved close inshore with the carriers outside to carry out a bombardment mission on San Fernando Point. *West Virginia* hammered Japanese installations ashore with her 16-inch rifles.

Suiciders, however, kept up their attacks in the face of heavy antiaircraft barrages and combat air patrol (CAP) fighters. Losses among Allied shipping continued to mount; kamikazes claimed damage to HMAS *Australia* and the battleships *California* and *New Mexico* (BB-40) on the 5th. *West Virginia* participated in putting up volumes of antiaircraft fire during those attacks, emerging unscathed herself.

*West Virginia*—in addition to the *Ommamey Bay* sailors on board—soon took on board another group of survivors from yet another ship: the men from the high-speed minesweeper *Hovey* (DMS-11) which had been sunk by a Japanese torpedo on the 6th. Before she could transfer the escort carrier's and minesweeper's sailors elsewhere, though, she had to carry out her assigned tasks first. Accordingly, *West Virginia's* 16-inch rifles again hammered Japanese positions ashore at San Fabian on the 8th and 9th, as troops went ashore on the latter day. It was not until the night of 9 January that the battleship finally transferred her passengers off the ship.

After providing call fire support all day on the 10th, *West Virginia* patrolled off Lingayen Gulf for the next week before proceeding to an anchorage where she replenished her ammunition. During her shore bombardment tours off San Fabian, *West Virginia* had proved herself most helpful, covering UDT operations, destroying mortar positions, entrenchments, gun emplacements, and leveling the town of San Fabian. In addition, "Wee Vee" destroyed ammunition dumps, railway and road junctions, and machine gun positions and warehouses. During that time, the ship expended 395 16-inch shells and over 2,800 5-inch projectiles.

Underway again at 0707 on the 21st, *West Virginia* commenced call-fire support duties at 0815, operating in readiness for cooperation with the Army units ashore in the vicinity of the towns of Rosario and Santo Tomas. After a few more days of standing ready to provide call-fire support when needed, *West Virginia* anchored in Lingayen Gulf on 1 February.

Subsequently, as part of TG 77.2, *West Virginia* protected the shipping arriving at the Lingayen beachheads and stood ready to provide call-fire for the Army when needed. She later departed Lingayen Gulf, her duty completed there, on 10 February, bound for Leyte Gulf. Before her departure, she received 79 bags of United States mail—the first she had received since the day before Christmas.

After touching first at San Pedro Bay, Leyte, *West Virginia* arrived at Ulithi on 16 February, reporting for duty with the 5th Fleet upon arrival. Ordered to prepare in all haste for another operation, the battleship provisioned and refueled with the highest priority. The ship completed loading some 300 tons of stores by 0400 on the 17th. At 0730 on the 17th, *West Virginia* got underway, bound for Iwo Jima in company with the destroyers *Izard* (DD-589) and *McCall* (DD-400). As she headed off to Iwo Jima to join TF 51, *West Virginia* received a "Well-done" from Admiral Chester W.

Nimitz for the manner in which she had readied herself for her new duty after being released from the 7th Fleet such a short time before.

*West Virginia* sighted Iwo Jima at a range of 82 miles at 0907 on 19 February. As she drew nearer, she saw several ships bombarding the isle from all sides and the initial landings taking place. At 1125, she received her operations orders, via dispatch boat and, 20 minutes later, proceeded to her fire support station off the volcanic sand beaches. At 1245, her big guns belloyed to lend support to the marines ashore—gun positions, revetments, blockhouses, tanks, vehicles, caves and supply dumps—all came under her heavy guns. On 21 February, the ship returned and, at 0800, commenced her support duties afresh.

Her 16-inch shells sealed caves, destroyed antiaircraft gun positions and blockhouses; one salvo struck an ammunition or fuel dump, explosions occurring for about two hours thereafter. On the 22d, a small-caliber shell hit the battleship near turret II, wounding one enlisted man. That same day, another significant event occurred ashore—marines took Mount Suribachi, the prominent landmark on one end of Iwo Jima. From their position offshore, *West Virginia's* sailors could see the flag flying from the top.

For the remainder of February, *West Virginia* continued her daily fire-support missions for the marines ashore. Again, Japanese positions felt the heavy blows of the battleship's 16-inch shells. She hit troop concentrations and trucks, blockhouses, trenches, and houses. During the course of that time spent off the beaches on 27 February, she spotted a Japanese shore battery firing upon *Bryant* (DD-665). *West Virginia* closed the range and, when about 800 yards from shore, opened fire with her secondary (5-inch) battery, silencing the enemy guns.

Replenishing her depleted ammunition stocks early on 28 February, *West Virginia* was back on the line again that afternoon, firing continuous night harassing and interdiction rounds, silencing enemy batteries with air bursts from her secondary batteries. For the first three days of March, *West Virginia* continued her fire-support missions, primarily off the northeastern shore of Iwo Jima. Finally, on 4 March, the ship set sail for the Caroline Islands, reaching Ulithi on 6 March.

Joining TF 54 for the invasion of the Okinawa Gunto area, *West Virginia* sailed on 21 March, reaching her objective four days later on the 25th. In fire support section one, *West Virginia* spent the ensuing days softening up Okinawa for the American landings slated to commence on 1 April. At 1029 on 26 March, lookouts reported a gun flash from shore, followed by a splash in the water some 5,000 yards off the port bow. Firing her first salvos of the operation, *West Virginia* let fly 28 rounds of 16-inch gunfire against the pugnacious Japanese batteries.

The following day, the "Wee Vee" fought against enemy air opposition, taking a "Frances" under fire at 0520. The twin-engined bomber crashed off the battleship's port quarter—the victim of *West Virginia's* anti-aircraft guns. Over the days that followed, enemy opposition continued in the form of suicide attacks by Japanese planes. Mines, too, began making themselves felt; one sank the minesweeper *Skylark* (AM-63), 3,000 yards off *West Virginia's* port bow at 0930 on the 28th.

After taking on ammunition at Kerama Retto—the island seized to provide an advance base for the armada massing against Okinawa—*West Virginia* sailed for Okinawa to give direct gunfire support to the landings. Scheduled to fire at 0630, the battleship headed for her assigned zone off the Okinawa beaches. While en route, though, at 0455, she had to back down all engines when an unidentified destroyer stood across her bow, thus avoiding a collision.

As she prepared to commence her bombardment, *West Virginia* spotted a Japanese plane off her port quarter; her anti-aircraft batteries tracked the target and opened fire, downing the enemy aircraft 200 yards away. Four

more enemy planes passed within her vicinity soon thereafter—*West Virginia* claimed one of them.

Finally, at 0630, *West Virginia* opened fire as landing craft dotted the sea as far as the eye could reach, all heading for the shores of Okinawa. *West Virginia's* sailors, some 900 yards off the beaches, could see the craft heading shoreward like hundreds of tadpoles; at 0842, lookouts reported seeing some of the first troops going ashore. The battle for Okinawa was underway.

*West Virginia* continued her bombardment duties throughout the day, on the alert to provide counter-battery fire in support of the troops as they advanced rapidly inland. There appeared to be little resistance on 1 April, and *West Virginia* lay to offshore, awaiting further orders. At 1903, however, an enemy plane brought the war down on *West Virginia*.

The battleship picked up three enemy planes on her radar and tracked them as they approached; flak peppered the skies but still they came. One crossed over the port side and then looped over and crash-dived into *West Virginia*, smashing into a superstructure deck just forward of secondary battery director number two. Four men were killed by the blast, and seven were wounded in a nearby 20-millimeter gun gallery. The bomb carried by the plane broke loose from its shackle and penetrated to the second deck. Fortunately, it did not explode and was rendered harmless by the battleship's bomb disposal officer. Although her galley and laundry looked hard-hit, *West Virginia*—reporting her damage as repairable by ship's force—carried on, rendering night illumination fire to the marines ashore.

*West Virginia* buried her dead at sea in the wake of the kamikaze attack of 1 April and resumed her gunfire support duties soon thereafter. In the course of her tour offshore in early April, she shot down a "Val" on the 6th.

In early April, the Japanese attempted to strike at the invasion fleet in a last-gasp offensive formed around the super-battleship *Yamato*. On the night of 7 and 8 April, *West Virginia* steamed north and south in the waters west of Okinawa ready to intercept and engage the Japanese surface force headed her way. The next morning, 8 April, Commander, TF 58, reported that most of the ships in that enemy force had been sunk—including *Yamato*, whose last sortie had been made with enough fuel to get her to Okinawa—but not to return. Thus, the Japanese Navy's largest kamikaze perished—many miles short of her objective.

For *West Virginia*, however, her duties went on, providing illumination and counterbattery fire with both main and secondary batteries and giving her anti-aircraft gunners a good workout due to the heavy presence of many suiciders. Her TBS crackled with reports of ships under attack and damaged—*Zellars* (DD-777), *Tennessee*, *Salt Lake City* (CA-24), *Stanley* (DD-478)—and others, all victims of the "divine wind," or kamikaze. Her shore bombardments elicited nothing but praise from those enjoying the benefits of the ship's firing; one spotter reported happily on 14 April: "You're shooting perfectly, you could shoot no better, no change, no change," and, "Your shooting is strictly marvelous. I cannot express just how good it is." She delivered sterling support fire for the 6th Marines upon that occasion; later, she continued in that fine tradition for the 10th Army and the XXIVth Army Corps.

*West Virginia* continued fire support for the Army until 20 April, at which point she headed for Ulithi, only to turn back to Okinawa, hurriedly recalled because of *Colorado's* (BB-45) suffering damage when a powder charge exploded while she was loading powder at Kerama Retto. Returning to Hagushi beach, *West Virginia* fired night harassment and interdiction fire for the 10th Army and the XXIVth Army Corps. Ultimately, *West Virginia* sailed for Ulithi, in company with *San Francisco* (CA-38) and *Hobson* (DD-464), reaching her destination—this time without a recall en route—on 28 April.

Returning to Okinawa after a brief sojourn at

Ulithi, *West Virginia* remained in support of the Army and the Marines on the embattled island into the end of June. There were highlights of the tour—on 1 June, she sent her spotting plane aloft to locate a troublesome enemy blockhouse reportedly holding up an Army advance. A couple of rounds hurled in the enemy's direction produced no results; she had to settle for obliterating some of the enemy's motor transport and troop concentrations during the day instead. The next day, 2 June, while in support of the Army's XXIVth Corps, *West Virginia* scored four direct hits and seven near-misses on the blockhouse that had been hit the day before.

*West Virginia* then operated off the southeast coast of Okinawa, breaking up Japanese troop concentrations and destroying enemy caves. She also disrupted Japanese road traffic by scoring a direct hit on a road intersection and blasted a staging area. On 16 June, she was firing an assignment for the 1st Marines off southwestern Okinawa when her spotting plane, a sought OS2U Kingfisher, took hits from Japanese antiaircraft fire and headed down in flames, her pilot and observer bailing out over enemy-held territory. Within a short time, aided by *Putnam* (DD-757) and an LCI, *West Virginia* closed and blasted enemy guns in an attempt to rescue her plane crew who had "dug in for the day" to await the arrival of the rescuers. The attempt to recover her aircrew, however, was not successful. Loaned a Kingfisher from *Tennessee*, *West Virginia* kept up her gunfire support activities for the balance of June.

Shifting to San Pedro Bay, Leyte, at the end of June, the battleship reached her destination on 1 July, escorted by *Connolly* (DE-306). There, on the morning of 5 July, she received her first draft of replacements since Pearl Harbor in 1944. After loading ammunition, *West Virginia* commenced training in the Philippine area, an activity she carried out through the end of July.

Sailing on 8 August for Okinawa, *West Virginia* reached Buckner Bay on the 6th, the same day that the first atomic bomb was dropped on the city of Hiroshima. Three days later, a second bomb obliterated the greater part of the city of Nagasaki. Those two events hastened Japan's collapse. On 10 August, at 2115, *West Virginia* picked up a garbled report on radio that the Japanese government had agreed to surrender under the terms of the Potsdam Declaration, provided that they could keep the Emperor as their ruler. The American ships in Buckner Bay soon commenced celebrating—the indiscriminate use of antiaircraft fire and pyrotechnics (not only from the naval vessels in the bay but from marines and Army troops ashore) endangering friendly planes. Such celebrations, however, proved premature—at 2004 on 12 August, *West Virginia* sailors felt a heavy underwater explosion; soon thereafter, at 2058, the battleship intercepted a radio dispatch from *Pennsylvania* (BB-38) reporting that she had been torpedoed. *West Virginia* sent over a whaleboat at 0023 on the 18th with pumps for the damaged *Pennsylvania*.

The war ended on 15 August 1945. *West Virginia* drilled her landing force in preparation for the upcoming occupation of the erstwhile enemy's homeland and sailed for Tokyo Bay on the 24th as part of TG 85.90. She reached Tokyo Bay on the last day of August and was thus present at the time of the formal surrender on 2 September 1945. For that occasion, five musicians from *West Virginia*'s band were transferred temporarily to *Missouri* (BB-63) to play at the ceremonies.

*West Virginia* played her part in the occupation, remaining in Tokyo Bay into September of 1945, weathering a storm on the 15th that had winds clocked at 65 knots at one point. On 14 September, she received on board 270 passengers for transportation to the west coast of the United States. She got underway at midnight on the 20th, bound for Okinawa as part of TG 80.4. Shifting to Buckner Bay on the 23d, the battle-

ship sailed for Pearl Harbor soon thereafter, reaching her destination on 4 October.

There, the crew painted ship and kept on board only those passengers slated for transportation to San Diego, Calif. Bound for that port on the 9th, *West Virginia* moored at the Navy Pier at San Diego at 1828 on 22 October. Two days later, Rear Admiral I. C. Sowell hauled down his flag as Commander, BatDiv 4.

On Navy Day—27 October—25,554 visitors (more the next day) came on board the ship. Three days later, on the 30th, she got underway for Hawaiian waters to take her place as part of the "Magic Carpet" operation returning veteran soldiers, sailors, marines, and airmen home to the states. After one run between San Diego and Pearl Harbor, *West Virginia* made another, the second time embarking Rear Admiral William W. Smith, who broke his flag in the battleship for the return voyage to San Francisco, Calif.

After making yet another run between the west coast and Hawaii, *West Virginia* reached San Pedro, Calif., on 17 December. There, she spent Christmas debarking her third draft of passengers. The veteran battlewagon upped-anchor on 4 January 1946 and sailed for Bremerton, Wash. She reached her destination on the 12th and commenced inactivation soon thereafter, shifting to Seattle, Wash., on the 16th, where she moored alongside sister-ship *Colorado*.

*West Virginia* entered her final stages of inactivation in the latter part of February 1946 and was decommissioned on 9 January 1947 and placed in reserve, as part of the Pacific Reserve Fleet. She never again received the call to active duty, remaining inactive until struck from the Navy list on 1 March 1959. On 24 August 1959, she was sold for scrapping to the Union Minerals and Alloys Corp. of New York City.

*West Virginia* (BB-48), although heavily damaged at Pearl Harbor and missing much of the war, nevertheless earned five battle stars.

#### *West Wauna*

(ScStr: dp. 12,185 (n.) lbp. 410'5½"; b. 54'0"; dr. 24'½"; s. 10 k.)

*West Wauna* (Id. No. 3856)—a freighter constructed in 1918 at Portland, Oreg., by the Northwest Steel Co. under the supervision of the United States Shipping Board—was acquired by the Navy from the Shipping Board on 14 January 1918 and commissioned that same day, Lt. Comdr. William Mayne, USNRF, in command.

Assigned to the Naval Overseas Transportation Service, *West Wauna* made only one round-trip voyage to Europe during her brief Navy career. She loaded a cargo of flour at Portland and put to sea on 1 February bound for the east coast on the first leg of her journey to Europe. After transiting the Panama Canal at mid-month, she arrived in Norfolk, Va., on 1 March. Following eight days of repairs and refueling, she set out across the Atlantic. The freighter arrived in Falmouth, England, on 26 March; and, after unloading her cargo, she sailed for the gulf coast of the United States. She entered port at Galveston, Tex., on 12 May. Six days later, she was placed out of commission and was returned to the Shipping Board.

*West Wauna* continued to operate in mercantile service, out of Portland, under the auspices of the Shipping Board and then of the Maritime Commission. That service continued until the early stages of World War II. In 1941, she was transferred to British ownership and served through the war years as SS *Empire Grebe*. Still under British registry, she was renamed SS *Inchmark* in 1947 when she was acquired by the Inchmark Steamship Co., Ltd., of Hong Kong. On 29 May 1949, the freighter suffered mortal damage when she ran aground on Schildpat Island Reef, Indonesia.

(ScStr: t. 241; l. 128'; b. 20'2"; dph. 10'; s. 12 k.;  
a. 2 20-pdr.)

*Honeysuckle*, a wooden screw steamer, was built as *William G. Fargo* in 1862 at Buffalo, N.Y., and was purchased 19 August 1863 at New York from her owner, Frank Perew. Renamed *Honeysuckle*, she commissioned at New York Navy Yard 3 December 1863, Acting Ensign Cyrus Sears commanding.

Intended for use as a tug and offshore blockader, *Honeysuckle* departed New York 24 December 1863 and sailed by way of Hampton Roads and Charleston to Key West, arriving about 8 January 1864. There she was assigned a blockading station in the Gulf of Mexico west of the Florida coast as part of the East Gulf Blockading Squadron. In the next few months the ship was very active, tightening the noose of the blockade. She captured *Fly* 11 January, *Florida* 20 March, and *Miriam* 27 April 1864.

Early in May *Honeysuckle* served as a dispatch vessel at Key West and during the next 2 months was hit by an epidemic of yellow fever among the crew. In August she became a supply vessel, making one notable trip to Indian River with medical supplies for *J. S. Chambers*, a ship stricken with fever. *Honeysuckle* continued to act as a supply vessel and tug until December 1864, when she was reassigned to active blockade duty after a repair period at Key West. Taking up station off Cedar Keys, she captured three more blockade runners in early 1865: *Augusta*, 17 January; *Seri*, 28 February; and *Phantom*, 2 March.

*Honeysuckle* sailed to Tampa at war's end, and thence to New York where she decommissioned 30 June 1865. Sold to a private buyer, she became merchant ship *Honeysuckle* late in 1865 and remained active until 1900.

### Honolulu

The capital of Hawaii.

#### I

(dp. 4,902; l. 412'; b. 51'; dr. 25'3"; s. 12 k.; a. 1.5";  
1 8")

The first *Honolulu* was built as *Itasca* by Armstrong Whitworth Ltd., Newcastle, England, in 1905. She was taken over by Resolution of Congress 12 June 1917; transferred to USSB ownership and assigned to Army service. Although she operated as a U.S. cargo transport with Navy crew, there is no record of her commissioning. The name was changed to *Honolulu* 26 July 1918. Her service included cargo cruises between the United States and various French ports. Navy personnel were released in March 1910 and she was rejected for further service 2 April 1919. *Honolulu* was returned to the USSB and sold 26 January 1920. Her name was later changed to *Commercial Trader*.

#### II

(CL-48; dp. 9,650; l. 608'4"; b. 61'9"; dr. 19'5"; s. 34 k.; cpl. 868; a. 15 6", 8 5", 16 1.1", 8 20mm., 8 .50 cal. mg.; cl. *Brooklyn*)

The second *Honolulu* was launched 26 August 1937 by the New York Navy Yard; sponsored by Miss Helen Poindexter, daughter of the Governor of Hawaii; and commissioned 15 June 1938, Captain Oscar Smith in command.

After a shakedown cruise to England *Honolulu* engaged in fleet problems and exercises in the Caribbean. She sailed from New York 24 May 1939 to join the Pacific fleet, arriving San Pedro, Calif., 14 June. For the remainder of the year she engaged in exercises along the West Coast. During the first half of 1940, *Honolulu* continued operations out of Long Beach and after overhaul at Puget Sound, sailed 5 November for duty out of Pearl Harbor. She operated there through 1941 and was moored at the Naval Station when the Japanese

*Honolulu* suffered only minor hull damage from a near miss. Following repairs she sailed 12 January 1942 to escort a convoy to San Francisco, arriving 21 January. The cruiser continued convoy escort duty to Australia, Samoa, and the United States until late May.

With the Japanese pushing north toward the Alaskan peninsula, *Honolulu* departed 29 May to strengthen America's position in that area. After 2 months of continuous operations out of Kodiak, she proceeded to Kiska Island in the Aleutians 7 August, to begin bombardment of the island. On 21 August, she screened the first American landings in the Aleutians at Adak Island (a jumping-off place for future landings in the island chain). After a yard period at Mare Island, *Honolulu* departed San Francisco 3 November escorting a convoy to Noumea. Later that month *Honolulu* sailed from Espiritu Santo to intercept an enemy convoy attempting to reinforce positions on Guadalcanal. The Battle of Tassafaronga began shortly before midnight 30 November, continuing through the night. Although Admiral Wright's Task Force 67 suffered damage to cruisers *Minneapolis*, *New Orleans*, and *Pensacola* and lost *Northampton* in this battle, the enemy was denied the planned reinforcement of Guadalcanal.

*Honolulu* operated out of Espiritu Santo in early 1943 with Task Force 67 in an attempt to engage the "Tokyo Express." During May she engaged in heavy bombardment on New Georgia in the Solomon Islands. *Honolulu* departed Espiritu Santo 28 June for more bombardment of the Solomons. After supporting the landings on New Georgia on the 4th of July, she opened fire on enemy ships in the vicinity of Kula Gulf, knocking out one destroyer and assisting in the destruction of others.

The battle-proved cruiser had another opportunity to damage the Japanese fleet 13 July in the Battle of Kolombangara. Shortly after midnight contact was made with an enemy cruiser-destroyer force in the "Slot." At 0110, *Honolulu* opened fire on a *Sendai* class cruiser; after three salvos the target burst into flame and was soon dead in the water. *Honolulu* then shifted fire on an enemy destroyer, which was immediately hit and disappeared. At 0211, a torpedo very near the surface struck the starboard side of *Honolulu*, causing hull damage. The task force then retired to Tulagi for temporary repairs, and on 18 August *Honolulu* arrived Pearl Harbor for overhaul.

After additional repairs at Mare Island, *Honolulu* departed San Francisco 17 November to continue her effective role in the struggle against Japan. She arrived Espiritu Santo 11 December, resuming operations in the Solomons later that month. On 27 December she engaged in the bombardment of an enemy barge, troop, and supply concentration on Bougainville Island. In the early months of 1944 the cruiser continued bombardment and patrol of the Solomon Islands. She screened the landings off Green Island 13 February before retiring to begin preparations for the Saipan and Guam operations.

*Honolulu* took part in bombardment of the southeastern part of Saipan in early June as the American Navy drove steadily across the Pacific. While bombarding Guam in mid-June, *Honolulu* was deployed north to intercept the Japanese fleet. She returned to Eniwetok 23 June for replenishment before providing support for the invasion of Guam. She remained on station for 3 weeks performing great service with her accurate gunfire before returning to Purvis Bay, Florida Island, 18 August. *Honolulu* sailed 6 September to provide fire support for the landings on Palau Island, remaining in this area during September uncontested by the Japanese fleet. America now had decisive command of the sea and therefore full freedom of operations.

*Honolulu* departed the staging area at Manus Island 12 October and sailed for the Philippine Islands invasion. She began bombardment 19 October at Leyte Gulf and the next day began screening the landings. At 1600, 20 October an enemy torpedo plane was sighted as it aimed its torpedo at *Honolulu*. Despite the skillful maneuvering of

Captain Thurber to evade, the torpedo found its mark on the port side.

*Honolulu* sailed the next day, arrived Manus 29 October for temporary repairs, sailed for Norfolk 19 November, arriving 20 December via Pearl Harbor and San Diego. *Honolulu* remained at Norfolk for the duration of the war undergoing repairs and after a shakedown cruise in October 1945, sailed to Newport for duty as a training ship. *Honolulu* arrived Philadelphia 8 January 1946 and decommissioned there 8 February 1947 and joined the Reserve Fleet at Philadelphia. On 17 November 1949 *Honolulu* was sold for scrapping.

*Honolulu* received eight battle stars for World War II service.

*Hood, John*, see *John Hood* (DD-655)

### *Hooper*

Stanford Caldwell Hooper was born in Colton, Calif., 16 August 1884, and graduated from the Naval Academy in 1905. Serving in various ships of the fleet, but always with an interest in the then new art of the "wireless", Hooper was appointed Fleet Radio Officer in 1912. A radio observer during the first part of World War I, he headed the Radio Division of the Bureau of Engineering until America's entry into the war. Hooper commanded destroyer *Fairfax* 1917-18 on convoy duty, and received the Navy Cross. Following the war he became the guiding force behind the development of radio communications and electronics in the Navy, serving in various technical posts until his retirement in 1948. Rear Admiral Hooper was retained on active duty until 1945, and held offices with civilian firms in the electronics field until his death 6 April 1955. He was the recipient of many awards

for his work in radio, and is honored annually by the Navy through the Rear Admiral S. C. Hooper Trophy, given to the outstanding electronics division in the Naval Reserve.

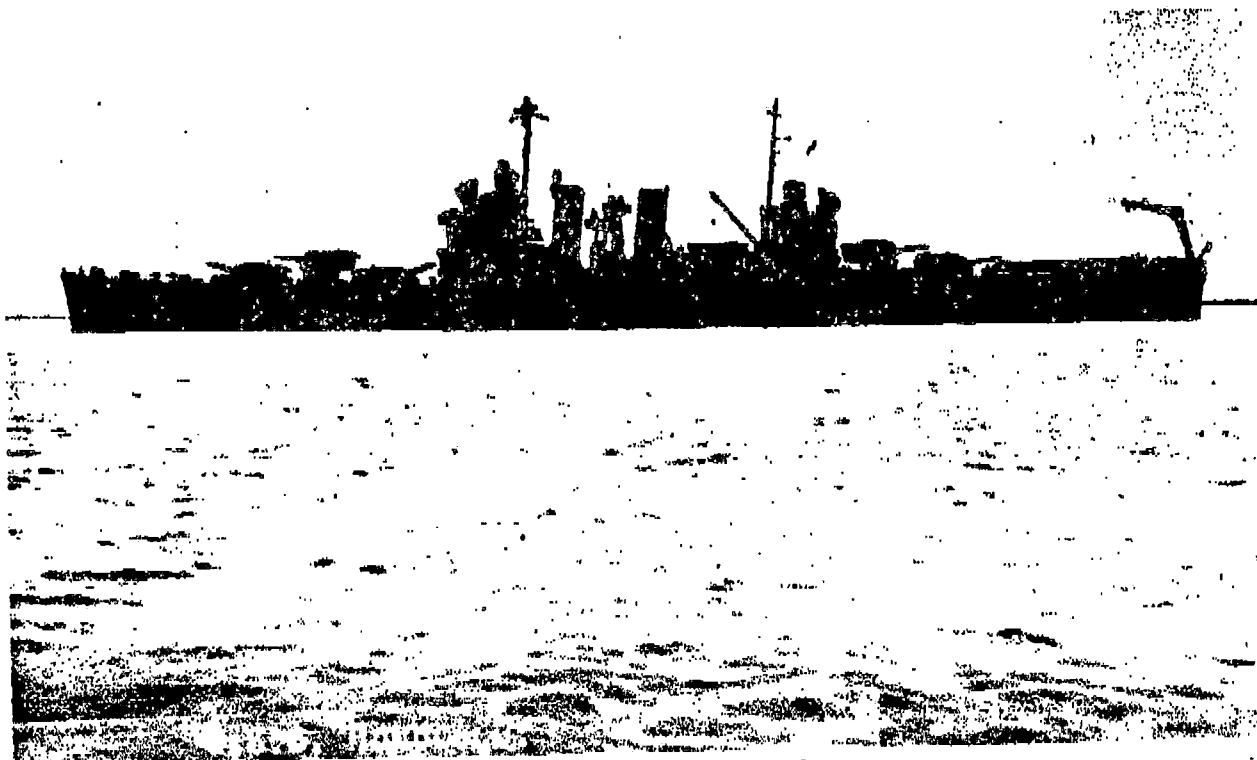
(DE-1026: dp. 1,450; l. 314'6"; b. 36'9"; dr. 18'9"; s. 25 k.; cpl. 170; a. 4 8"; Weapon ALFA, 1 dct., 8 dcp., 2 21" tt.; cl. *Evans*)

*Hooper* (DE-1026), originally *Gatch* but renamed 19 July 1956, was launched by Bethlehem-Pacific Coast Steel Corp., San Francisco, 1 August 1937; sponsored by Miss Elizabeth Hooper, daughter of Rear Admiral Hooper; and commissioned at San Francisco 18 March 1938, Lt. Comdr. J. K. Leslie in command.

One of a new class of fast escort vessels designed for convoy work, *Hooper* conducted shakedown training out of her home port, San Diego, before deploying with the 7th Fleet. The escort vessel took part in antisubmarine operations and joined the vital Formosa Patrol before returning to the United States 9 April 1959. Through 1961 she continued to operate with the 7th Fleet and in the San Diego area.

In January 1962, *Hooper* began a 2-month assignment as school ship at San Diego for antisubmarine training. Entering the yard at Hunter's Point in March, the ship had her after 8" mount replaced with a helicopter flight deck to increase her versatility, and also had the newest sonar equipment installed. Returning to her regular pattern of deployments to the Far East, *Hooper* continued to play an important role in keeping the peace in this vital area. In addition to her regular operations, she took part in SEATO maneuvers in the spring of 1963.

After serving in Hawaiian waters, *Hooper* returned to the Far East in July 1964. During November *Hooper* patrolled the Taiwan Strait. She returned to San Diego



*Husband E. Kimmel*

USS *Honolulu* (CL-48)—Admiral Husband E. Kimmel's flagship 1939 to February 1941

*mann* operated out of Newport until 6 November when she sailed for the Mediterranean where she proved to be a first-rate antisubmarine ship in joint exercises with the Italian Navy. After revisiting Monaco at the invitation of Prince Ranier and Princess Grace, she returned to Fall River 20 February 1937. She served as gunnery school-ship out of Newport until 30 June when she joined *Badger* in the screen of antisubmarine warfare carrier *Leyte* for 2 weeks of air operations for the training of Academy midshipmen. She decommissioned at Boston 20 December 1937 and was assigned to the Boston Group of the U.S. Atlantic Reserve Fleet. On 14 August 1961 she was transferred on a loan basis to the government of Argentina under terms of the Military Assistance Program. She serves in the Argentine Navy under the name *Brown* (D-20).

In addition to the Presidential Unit Citation, *Heermann* received the Philippine Republic Unit Citation Badge and nine battle stars for World War II service.

*Heintzelman, General Stuart*, see *General Stuart Heintzelman* (AP-159)

*Heidenfelds Barge 10*, see *YC-1086*

### *Helena*

(Sch: 4 guns)

*Helena* was purchased at Philadelphia in September 1813 and subsequently used as a despatch vessel on the bays and rivers along the East Coast. She was lost in Delaware Bay in 1815.

*Helena, Lake*, see *Lake Helena*

*Helena B.*, see *YP-82*

### *Helena Baughman*

A former name retained.

(SP-1292: dp. 50; l. 66'8"; b. 18'6"; dr. 4'0")

*Helena Baughman*, a schooner, was built by Bowns of Nanticoke, Md., in 1894; and taken over by the Navy in August 1917 from her owner, the Maryland State Conservation Commission.

*Helena Baughman* was assigned to the 5th Naval District, and was used for patrol of Chesapeake Bay. Based at Deale, Md., she cruised Herring Bay, Tangier Sound and surrounding areas until being returned to her owner 27 November 1918.

*Helena C.*, see *YP-470*

### *Helena Euphane*

A former name retained.

(SP-408: dp. 178; l. 120'; b. 20'4"; dr. 7'8"; s. 10 k.; a. 1 1-pdr.)

*Helena Euphane*, a Menhaden fishing boat, was built by E. J. Tull, Pocomoke City, Md., in 1902; purchased from her owners, Eubank Tankard Co., Kilmarnock, Va., 23 May 1917; and delivered 5 June 1917. Her first commanding officer was Lt. (j.g.) Rowland G. Foster, USNRF.

Assigned to the 5th Naval District as a minesweeper and patrol boat, *Helena Euphane*, based at Norfolk, operated in Hampton Roads and lower Chesapeake Bay until she was sold back to her original owners 15 April 1919.

### *Helena*

Three outstanding vessels have been named for *Helena*, capital city of Montana.

#### I

(Gbt. l. 230'8"; b. 40'11"; dr. 9'; a. 4 4' r., 4 6-pdrs., 4 11-pdrs., 1 8' r.)

The first *Helena* was launched by the Newport News Shipbuilding Co., Newport News, Va., 30 January 1896; sponsored by Miss Agnes Belle Steele, daughter of the mayor of Helena; commissioned at New York Navy Yard 8 July 1897, Comdr. W. T. Swinburne in command.

*Helena's* first assignment was with the North Atlantic Fleet, cruising primarily in home waters. During the Spanish-American War, she stood by in Cuban waters, where she saw action several times. On 2 and 8 July 1898 she exchanged fire with enemy batteries at Fort Tunas. On 18 July she was part of the squadron which closed the port of Manzanillo by sinking or destroying eight small vessels there during a vigorous attack.

The great problem facing the United States at the close of the Spanish-American War was the Philippine Insurrection. To aid in suppressing this rebellion, *Helena* sailed from Boston 3 November 1898, bound for duty on the Asiatic Station, via the Suez Canal, arriving Philippines 10 February 1899. On 21 May 1899 she was present at the evacuation of Jolo by the Spanish and the landing of American troops to replace them. During June she stood by with other vessels in Manila Bay to support the Army during its offensive south of Manila into Cavite Province. One of her landing parties brought troops ashore in an assault which carried strong defenses along the Zapote River 18 June. On 7 November 1899, *Helena* bombarded San Fabian in Lingayen Gulf, and covered the landing of 2,500 troops there. Just 45 years later, American troops would once more storm those beaches while American naval guns boomed in support.

*Helena* remained in the Far East for the rest of her naval service, engaged in protecting American lives and interests. She served in Chinese waters from October 1900 until December 1902, then returned to the Philippines until March 1903 when she sailed back to the China coast. In December 1904, she moored once more at Cavite in the Philippines, where she was placed out of commission 19 April 1905.

*Helena* recommissioned 16 July 1906, and cruised on the Asiatic Station until June 1907. From that time on, with intervals for overhaul, *Helena* served both with the South China patrol and Yangtze River Patrol. She was placed in reduced commission 29 June 1929, but continued to serve on the South China Patrol until 27 May 1932 when she was decommissioned and struck from the Navy list. She was sold 7 July 1934.

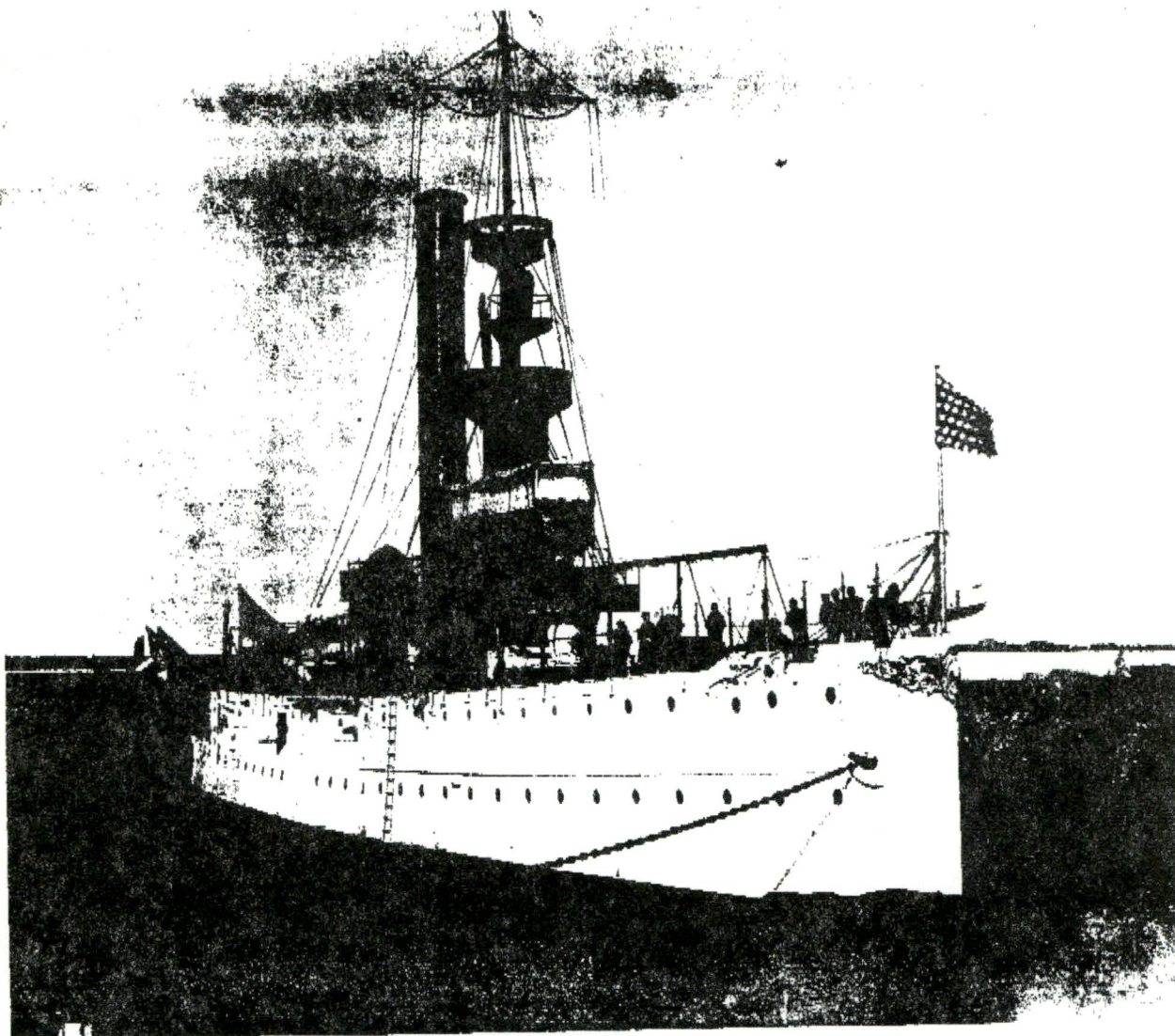
#### II

(CL-50: dp. 10,000; l. 608'4"; b. 81'8"; dr. 18'10"; s. 33 k.; cpl. 888; a. 15 6"; 8 5", 8.50 cal.)

The second *Helena* (CL-50), was launched 27 August 1939 by the New York Navy Yard; sponsored by Miss Elinor Carlyle Gudger, granddaughter of Senator Thomas J. Welch of Montana; and commissioned 18 September 1939, Captain Max B. Demott in command.

*Helena*, assigned to the Pacific Fleet, was at Pearl Harbor on 7 December 1941, when the Japanese attacked. She was moored at 1010 Dock Navy Yard on the east side of the harbor; outboard was minesweeper *Oglala*. By chance *Helena* was in the berth normally assigned to *Pennsylvania*; and this became a prime target for the Japanese planes.

Within 3 minutes of the time the first bomb of the attack fell on Ford Island, a lone torpedo plane launched a torpedo that passed under *Oglala*, and hit *Helena* on the starboard side almost amidships, just as the crew raced to battle stations. One engine room and one boiler room were flooded. Wiring to the main and 5-inch batteries was severed, but prompt action brought the forward diesel generator up within 2 minutes, making power available to



USS *Helena* in a mud dock on the Liao River, China, during the winter of 1903 and 1904

all mounts. Immediately, they sent up a heavy fire that keep her free of further damage. Outstanding damage control work, and the fact that watertight integrity was promptly insured by the closing of the doors and hatches throughout the ship, kept *Helena* afloat. Many times later she gave the Japanese occasion to regret their failure to sink her that first day of the war.

After preliminary overhaul at Pearl Harbor, *Helena* steamed to Mare Island Navy Yard for permanent repairs. In 1942, she sailed to enter action, escorting a detachment of SeaBees and an aircraft carrier rushing planes to the South Pacific. She made two quick dashes from Espiritu Santo to Guadalcanal, where the long and bloody battle for the island was then beginning, and having completed these missions, joined the Task Force formed around *Wasp* (CV-7).

This Task Force steamed in distant support of six transports carrying Marine reinforcements to Guadalcanal. On 15 September 1942, in mid-afternoon *Wasp* was suddenly hit by three Japanese torpedoes. Almost at once, she became an inferno. *Helena*, her guns blazing, stood by to rescue nearly 400 of *Wasp's* officers and men, whom she took to Espiritu Santo.

*Helena's* next action was near Rennell Island, again in support of a movement of transports into Guadalcanal. Air attacks from Henderson Field had slowed down the

*Tokyo Express* for several days, so 11 October 1942 the Japanese poured everything they could deliver against the airstrip, hoping to neutralize air operations long enough to bring heavy troop reinforcements during the night. The Japanese fleet closed and by 1810 was less than 100 miles from Savo Island.

*Helena*, equipped with superior radar, was first to contact the enemy and first to open fire at 2346. When firing had ceased in this Battle of Cape Esperance in Iron Bottom Sound, *Helena* had sunk cruiser *Furutaka* and destroyer *Fubuki*.

*Helena* was next under attack on the night of 20 October 1942 while patrolling between Espiritu Santo and San Cristobal. Several torpedoes exploded near her but she was not hit.

*Helena* saw the climactic Naval Battle of Guadalcanal from its beginning when she was assigned the job of escorting a supply echelon from Espiritu Santo to Guadalcanal. The ship made rendezvous with the convoy of transports off San Cristobal 11 November 1942, and brought it safely into Guadalcanal. During the afternoon of 12 November, word came from a coast watcher, "enemy aircraft approaching." Immediately suspending unloading operation, all ships stood out to form an anti-aircraft disposition. When the attack came, superb maneuvering of the force, and its own anti-aircraft fire,

broke up the first attack but the second damaged two ships. *Helena* came through without a scratch, and the task group brought down eight enemy planes in the 8-minute action.

As unloading resumed, an increasing stream of reports flowed in from patrolling aircraft. Ominously, the Japanese forces sighted contained no transports, and their intention was thus read as one of being pure offense. *Helena*, still steaming with Rear Admiral Daniel Callaghan's Support Group, aided in shepherding the transports away from Guadalcanal, then reversed course to fateful "Ironbottom Sound." The night of Friday, 18 November, *Helena's* radar first located the enemy. In the action that followed, the tropical night was lit again and again by the flashes of her big guns. She received only minor damage to her superstructure during the action. Daylight found a tragic scene in the grisly slot. The weaker American fleet had achieved the goal at heavy cost. Great valor had turned back the enemy and prevented the heavy attack that would have been disastrous to the Marine troops ashore.

*Helena* found a measure of revenge when she was assigned to the several bombardments of Japanese positions on New Georgia during January 1943. Her guns rocked the enemy at Munda and Vila Stanmore, leveling vital supply concentrations and gun emplacements. Continuing on patrol and escort in support of the bitter Guadalcanal operation through February, one of her float planes shared in the sinking of Japanese submarine RO-108 11 February 1943. After overhaul in Sydney, Australia, she was back at Espiritu Santo in March to participate in bombardments of New Georgia, soon to be invaded. The first goal on New Georgia proper was Rice Anchorage. In the force escorting the transports carrying the initial landing parties, *Helena* moved into Kula Gulf just before midnight 4 July, and shortly after midnight on the 5th, her big guns opened up in her last shore bombardment.

The landing of troops was completed successfully by dawn, but in the afternoon of 5 July 1943, word came that the Tokyo Express was ready to roar down once more and the escort group turned north to meet it. By midnight 5 July, *Helena's* group was off the northwest corner of New Georgia, three cruisers and four destroyers composing the group. Racing down to face them were three groups of Japanese destroyers, a total of ten enemy ships. Four of them peeled off to accomplish their mission of landing troops. By 0157 *Helena* began blasting away with a fire so rapid and intense that the Japanese later announced in all solemnity that she must have been armed with 6-inch machine guns. Ironically, *Helena* made a perfect target when lit by the flashes of her own guns. Seven minutes after she opened fire, she was hit by a torpedo within the next 3 minutes, she was struck by two more. Almost at once she began to jackknife. Below, she was flooding rapidly even before she broke up. In a well-drilled manner, *Helena's* men went over the side.

*Helena's* history closes with the almost incredible story of what happened to her men in the hours and days that followed. When her bow rose into the air after the sinking, many of them clustered around it, only to be fired on there. About a half hour after she sank, two American destroyers came to the rescue.

At daylight, the enemy was in range once more, and again the destroyers, *Nicholas* (DD-449) and *Radford* (DD-446), broke off their rescue operations to pursue. Anticipating an air attack, the destroyers withdrew for Tulagi, carrying with them all but about 275 of the survivors. To those who remained they left four boats, manned by volunteers from the destroyers' crews. Captain C. P. Cecil, *Helena's* commanding officer, organized a small flotilla of three motor whaleboats, each towing a liferaft, carrying 88 men to a small island about 7 miles from Rice Anchorage after a laborious all-day passage. This group was rescued the next morning by *Gwin* (DD-488) and *Woodworth* (DD-460).

For the second group of nearly 200, the bow of *Helena* was their liferaft, but it was slowly sinking. Disaster

was staved off by a Navy Liberator that dropped life-jackets and four rubber lifeboats. The wounded were placed aboard the lifeboats, while the able-bodied surrounded the boats and did their best to propel themselves toward nearby Kolombaranga. But wind and current carried them ever further into enemy waters. Through the torturous day that followed, many of the wounded died. American search planes missed the tragic little fleet, and Kolombaranga gradually faded away to leeward. Another night passed, and in the morning the island of Vella Lavella loomed ahead. It seemed the last chance for *Helena's* men and so they headed for it. By dawn, survivors in all three remaining boats observed land a mile distant and all who were left were safely landed. Two coastwatchers and loyal natives cared for the survivors as best they could, and radioed news of them to Guadalcanal. The 165 sailors then took to the jungle to evade Japanese patrols.

Surface vessels were chosen for the final rescue, *Nicholas* and *Radford*, augmented by *Jenkins* (DD-447) and *O'Bannon* (DD-450) set off 15 July 1943 to sail further up the Slot than ever before, screening the movement of two destroyer-transport and four other destroyers. During the night of 16 July, the rescue force brought out the 165 *Helena* men, along with 16 Chinese who had been in hiding on the island. Of *Helena's* nearly 900 men, 168 had perished.

*Helena* was the first ship to receive the Navy Unit Commendation. Her actions in the Battles of Cape Esperance, Guadalcanal, and Kula Gulf were named in the citation. *Helena* also earned the Asiatic-Pacific Area Campaign medal with seven stars.

The name *Helena* was assigned to OL-113, but construction on that hull was cancelled 5 October 1944.

(CA-75; dp. 13,600; l. 374'11"; b. 70'10"; dr. 20'6"; s. 33 k.; cpl. 1,142; a. 9 8"; 12 5", 48 40mm., 22 20mm.; cl. *Baltimore*)

The third *Helena* received her name while building after the cancellation of CL-113; was launched at Bethlehem Steel Co., Quincy, Mass., 28 April 1945, sponsored by Mrs. John T. Haytin, wife of the mayor of Helena; and commissioned 4 September 1945, Captain A. H. McCollum in command.

*Helena* completed her outfitting in the Boston area and sailed 24 October 1945, arriving New York City the next day to take part in the tremendous celebration of the Navy's role in World War II victory that marked Navy Day, 27 October 1945. After two shakedown/training periods at Guantanamo Bay, Cuba, *Helena* returned to Boston in February 1945 to prepare for her first deployment, a round-the-world cruise. *Helena* sailed from Boston 12 February 1946 for England where Admiral H. Kent Hewitt boarded and broke his flag as Commander Naval Forces, Europe, and Commander 12th Fleet. During the next 3 months, *Helena* conducted training exercises in Northern European waters and paid good-will visits to major ports in England and Scotland.

Relieved as flagship 1 May 1946, *Helena* sailed for the Far East via the Suez Canal, calling at major Mediterranean ports, Colombo, Ceylon, Singapore, and arriving Tsingtao 18 June 1946. During her tour in the Far East, *Helena* took part in a wide variety of training exercises and fleet maneuvers until she finally departed Shanghai 22 March 1947 for home after more than a year in foreign waters.

After training operations in California waters *Helena* departed once more for the Far East 8 April 1948, arriving Shanghai 24 days later. Throughout the summer and fall of 1948, she operated primarily in Chinese waters, returning to Long Beach December 1948.

*Helena* spent much of the spring of 1949 in training a new crew and in May cruised to train Naval Reservists, returning to Long Beach for a conversion necessary to

in Mexican ports, primarily Manzanillo, Mazatlan, La Paz, and Guaymas, for the next 4 years. During the time she interrupted her Mexican assignments twice: for duty at Ocos, Guatemala, from 6 to 26 October 1915; and at Corinto, Nicaragua, from 1 April to 26 July 1916.

Undergoing repairs at Mare Island when the United States entered World War I, *Raleigh* departed San Francisco in early May 1917 and on 5 June joined the Patrol Force, U.S. Atlantic Fleet, at Newport, R.I. Assigned to Cruiser Force, 2d Squadron, she patrolled from Boston to Norfolk until November when she was detached for duty in Brazilian waters.

On 12 December, *Raleigh* arrived at Rio de Janeiro and until 27 April 1918, she patrolled between there and Bahia (Salvador). In May she arrived off West Africa; delivered munitions to the Liberian Government; continued on to Dakar, French West Africa; then, on 18 May, headed west. At the end of the month, she resumed Bahia-Rio patrols.

At the same time, however, German U-boats appeared off the east coast of the United States. *Raleigh* was ordered home.

Clearing Bahia on 26 June, she joined the American Patrol Detachment at Key West, Fla., on 21 July and began guarding convoys in the Gulf of Mexico, in the Caribbean, and off the east coast of the Carolinas. She remained on that duty until after the end of the war and, into 1919, continued operations out of Key West. On 6 April she entered the Charleston Navy Yard and prepared for inactivation. On 21 April 1919 she was decommissioned for the last time and on 5 August 1921 she was sold for scrapping to Henry A. Hitner's Sons Co., Philadelphia, Pa.

### III

(CL-7: dp. 7,050; l. 355'6"; b. 55'4"; dr. 13'6"; s. 34 k.;  
apl. 458; a. 12 6", 4 3", 10 21" tt.; cl. *Omaha*)

The third *Raleigh* (CL-7) was laid down by Bethlehem Steel Co., Quincy, Mass., 16 August 1920; launched 25 October 1922; sponsored by Miss Jennie Proctor; and commissioned in the Boston Navy Yard 6 February 1924, Capt. William C. Watts in command.

*Raleigh* shifted to the New York Navy Yard 26 February to complete fitting out and cleared that port 18 April for shakedown off the Virginia Capes. Final building yard alterations were completed at Quincy 24 June. After shifting to Provincetown, Mass., *Raleigh* put to sea from that harbor 30 July to join the Light Cruiser Division, Scouting Fleet, in northern European waters for duty in connection with the Army World Flight. After calling at ports in Norway, Denmark, and Scotland, she took up her reconnaissance station 31 July off Hararfjord, Iceland. She shifted her station to the east coast of Greenland 10 August; and, upon completion of duty with the flight operations, she returned to the Boston Navy Yard 3 September 1924 for voyage repairs.

She stood out from Boston Harbor 16 October for maneuvers off the Virginia Capes, followed by operations and battle problems off Panama, California, and the Hawaiian Islands. Steaming from Honolulu 10 June 1925, she touched at San Diego with the Scouting Fleet and then returned to the Boston Navy Yard 13 July. *Raleigh* continued to operate out of Boston for the next 2 years, spending most of the winter months with the Scouting Force in Cuban and Panamanian waters.

Clearing Boston Harbor 1 February 1927, *Raleigh* embarked two detachments of Marines at Charleston, S.C. After participating in maneuvers at Guantanamo Bay, Cuba, she transited the Panama Canal for Corinto, Nicaragua, arriving 5 February to land the Marines, who were needed to deal with the bandit-plagued countryside. The cruiser stood by for possible assistance until 23 March, whence she returned to Boston and resumed Atlantic coastal operations.

During the spring of 1928 *Raleigh* operated off the California coast and in Hawaiian waters, returning to Boston 26 June to prepare for European duty. Departing 17 August she steamed for Hampton Roads, Va., where, on 15 September, she relieved *Detroit* (CL-8) as flagship of Vice Adm. John H. Dayton, Commander, Naval Forces, Europe.

After touching at Boston, *Raleigh* made diplomatic calls to many principal European ports before returning to Hampton Roads, Va., 4 September 1929. The next day she hauled down the flag of Commander, Naval Forces, Europe.

*Raleigh* then rejoined Light Cruiser Division 3 of the

Scouting Force, operating for the next few years out of Boston for battle practice, maneuvers, and port calls. Based at San Diego, Calif., from 15 August 1933, she trained off the California coast, with occasional runs to the Caribbean, as well as to Alaskan and Hawaiian waters. She departed San Diego 27 April 1936 in company with the U.S. Fleet, transited the Panama Canal, touched at Charleston, S.C., and entered the Norfolk Navy Yard 15 June for overhaul.

As *Raleigh* repaired in the Norfolk Navy Yard, Squadron 40-T, a special temporary squadron, was organized for duty in Spanish waters to evacuate American nationals from the Spanish Civil War areas. Rear Adm. Arthur P. Fairfield broke his flag in *Raleigh* at Norfolk 17 September 1936. The next day the cruiser steamed independently for Gibraltar, arriving 27 September. Destroyers *Kans* (DD-285) and *Hatfield* (DD-231) and CGC *Cayuga*, in company with *Raleigh*, initially comprised the Squadron. Together, the ships saved hundreds of Americans and other nationals from the dangers of the war in Spain.

*Omaha* (CL-4) relieved *Raleigh* at Villefranche 28 April 1938, and 2 days later *Raleigh* headed for Hampton Roads for overhaul in the Norfolk Navy Yard, arriving 13 May.

*Raleigh* was next assigned to Flotilla One, Destroyer Squadron, U.S. Battle Force. Clearing Norfolk 16 August, she trained at Guantanamo Bay and then arrived at her new base of San Diego 5 September. In early 1939 she participated in the fleet problem in the Caribbean, returning to San Diego in May to resume coastal operations. Next assigned to the Hawaiian Detachment, *Raleigh* steamed for Pearl Harbor 5 October. As the flagship of Destroyer Flotilla One, she engaged in fleet maneuvers which took her from the central Pacific to the California coast.

*Raleigh* was moored at berth F-12, on the east side of the north channel at Pearl Harbor, when the Japanese made their infamous attack. In the first attack wave a torpedo passed ahead and a second hit *Raleigh* portside amidships. The cruiser took such a hit to port that it appeared she might capsize. As she fought to survive, jettisoning topside weight, her gunners helped to destroy five enemy planes. Her valiant men won her from the enemy and the sea in a struggle which, almost miraculously, left her with only a few wounded.

The next day yard craft and the destroyer tender *Whitney* (AD-4) came alongside to render assistance, and *Raleigh* was towed into the Navy Yard for repairs 22 December. She departed Pearl Harbor 21 February 1942 as an escort of a five-ship convoy which arrived San Francisco 1 March. After overhaul at Mare Island, she cleared San Francisco Bay 23 July as a unit of Task Force 15 assigned to convoy escort duty between San Francisco, Hawaii, Samoa, and the Fiji Islands.

*Raleigh* steamed from Pago Pago 3 November to search out and destroy four Japanese picket ships reportedly operating between the Gilbert and Ellice Islands. Finding no trace of the enemy, she touched at Pearl Harbor 13-17 November, then steamed independently to Dutch Harbor, Unalaska, Aleutians, arriving 24 November. The following months were spent searching for enemy ships carrying reinforcements in the Rat and Near Islands and escorting troop and supply ships between Dutch Harbor and Kulak Bay.

*Raleigh* put to sea 10 January 1943 with Task Group 8.6 to cover the occupation of Amchitka Island. From 12 January she conducted patrols off Amchitka, with infrequent sweeps off Kiska with her task group. Detached from the group 10 February, she convoyed ships between Dutch Harbor and Kulak Bay, then entered Puget Sound Navy Yard 23 March for repairs.

Sailing 22 April, she arrived Adak the 28th and joined cruiser-destroyer Task Group 16.6, patrolling the approaches to the Near Islands and covering the southern approach to Kiska. *Raleigh* participated in the bombardment of Kiska 2 August, blasting targets in Gertrude Cove, and shelled enemy positions again on 12 August, before heading for San Francisco and overhaul.

*Raleigh* stood out of San Francisco Bay 15 September and resumed support of operations in the Aleutians, sweeping the ocean from Kiska to west of Attu. As part of Task Group 94.6, she steamed from Massacre Bay, Attu, 1 February 1944, to bombard enemy installations in Kurabu Zaki, Paramushiru, Northern Kuriles. In the early morning darkness of 4 February, she took her bombardment station off that enemy shore to



USS *Raleigh* (CL-7) as she appeared in the 1930s, her top hamper out down and an anti-aircraft machine-gun tub mounted on her foretop; compare this view with that of her sister ship *Richmond* (CL-9) on page 105. She wears the light haze-gray finish used on surface warships into 1940-41.

blast an area where two dual-purpose batteries were located. She also took an airfield under fire, destroying a hanger and several barracks buildings. Her gunners also scored hits on a small merchant ship anchored inshore. After touching at Attu 5 February, *Raleigh* returned to Puget Sound Navy Yard 1 March for a 3-month overhaul.

Joining Task Force 94 at Massacre Bay 6 June, she suffered a casualty to her number two main engine while en route to Matsuwa Island. After repairs at Puget Sound, *Raleigh* departed Seattle, 22 June, touched at San Pedro, Calif., thence proceeded via the Panama Canal to Hampton Roads arriving at Norfolk, 13 June. Calling at Annapolis, Md., 1 July, she conducted two midshipman training cruises, in the Caribbean and along the east coast. Thence she steamed to the Philadelphia Navy Yard 29 September, there decommissioned 2 November, and was struck from the Navy list 28 November. Her hulk was sold for scrap at Philadelphia 27 February 1946.

*Raleigh* received three battle stars for World War II service.

#### IV

(LPD-1: dp. 13,600 (f.); l. 522'; b. 100'; dr. 23'; s. 20 k.; cpl. 490; a. 8 3"/50; cl. *Raleigh*)

The fourth *Raleigh* (LPD-1), an amphibious transport dock, was laid down by the New York Naval Shipyard, Brooklyn, N.Y., 23 June 1960; launched 17 March 1962; sponsored by Mrs. Terry Sanford, wife of the Governor of North Carolina; and commissioned 8 September 1962, Capt. A. W. Whitney in command.

After fitting out through mid-December, *Raleigh* steamed to Norfolk, Va., for the holiday season. In January 1963 she steamed for shakedown at Guantanamo Bay, Cuba, but returned to the building yard in Brooklyn in late February for correction of design deficiencies in her aviation gasoline system. Returning to Guantanamo in April, she completed shakedown, then assisted Commander, Amphibious Force, Atlantic in hosting the Navy League national convention in San Juan, P.R.

Returning to Norfolk 1 June, *Raleigh* completed a week's amphibious training at Little Creek and then deployed to the

Caribbean in July with Amphibious Squadron 8. *Raleigh* proved herself during this deployment by simultaneously landing troops and equipment by means of boats and amphibious vehicles from her well and by helicopters from her flight deck. During this cruise she made one trip to Haiti as tension there rose.

*Raleigh* returned to Norfolk 1 October and then underwent post-shakedown availability at New York 7 January 1964 through 13 March. During the spring she conducted amphibious training operations off Onslow Beach, N.C.

Steaming for Europe 12 October, *Raleigh* arrived off the coast of Spain and took part in Operation "Steel Pike." She then called at Oporto, Portugal, and Vigo, Spain, before returning to Norfolk 27 November. After a yard period at the U.S. Naval Shipyard, Portsmouth, Va., she deployed to the Caribbean 1 April 1965 with the Amphibious Ready Squadron. From 25 April through 6 June, she operated off the Dominican Republic, evacuating 558 refugees who were later transferred to *Yancey* (LKA-93) for transit to San Juan. For her part in the endeavor *Raleigh* and her crew received the Armed Forces Expeditionary Medal. She returned to Norfolk 29 June.

After upkeep and coastal training operations, *Raleigh* steamed for northern Europe 27 August to participate in "Bar Frost 65," a NATO amphibious exercise featuring a landing in Norway's fjords north of the Arctic Circle. Returning to Norfolk 23 October, she underwent a yard period through 4 April 1966 and then steamed for refresher training at Guantanamo Bay.

*Raleigh's* deployments to the Caribbean from Norfolk as a unit of the Amphibious Ready Squadron averaged two per year up until 1970. In July of that year, she began the first of a series of Mediterranean cruises and has averaged one a year into 1974.

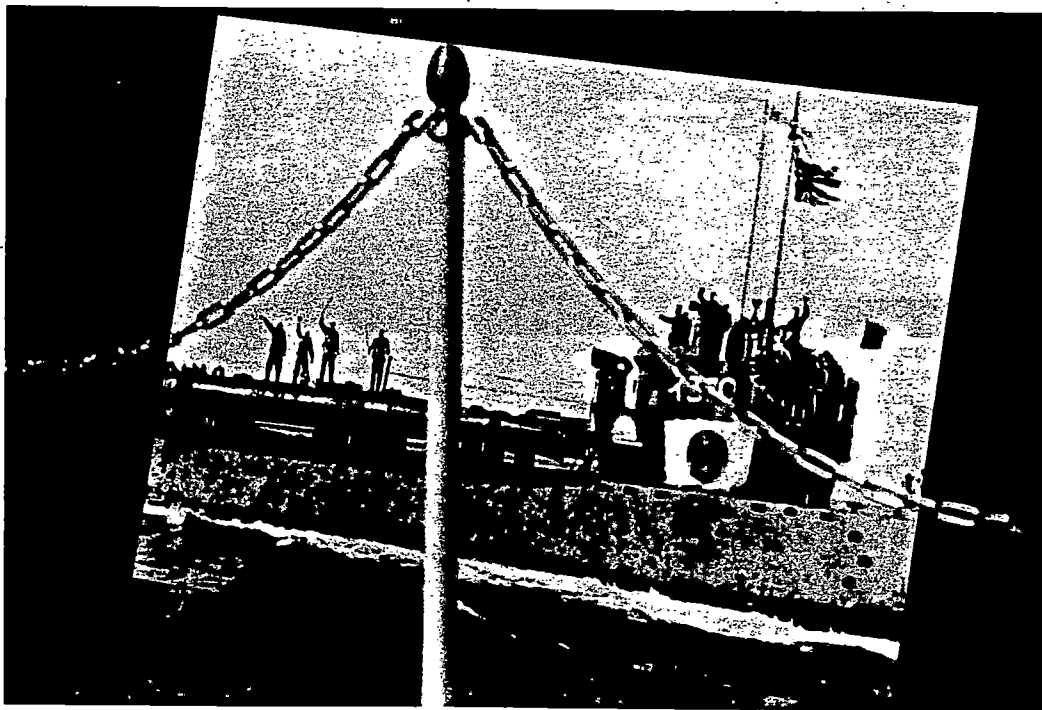
#### Rall

Richard Redner Rall was born in Battle Creek, Mich., 12 May 1909; appointed Assistant Surgeon with the rank of Lieutenant (junior grade), MC, USNR, 29 March 1935; received regular Navy commission 10 March 1937; and attended postgraduate courses at Navy Medical School,

# P·E·A·R·L H·A·R·B·O·R IN THE MIND OF JAPAN

**Fifty years later, the events of World War II still reverberate through the country, with little sound of remorse.**

**BY STEVEN R. WEISMAN**



**Above: The rare Japanese tourists to visit the U.S.S. Arizona Memorial at Pearl Harbor. There will be no commemorative ceremonies of the bombing in Japan, and many Japanese magazine articles have warned the United States about using the anniversary to bash Japan.**

**Left: A photograph of a Japanese submarine, preparing for a suicide mission, at the Yasukuni shrine for war heroes in Tokyo. Japanese Cabinet members visit the shrine annually, over the protests of officials from China and Korea, which were targets of Japanese expansionism.**





**T**HE SKY WAS CLOUDY BEFORE dawn on Dec. 7, 1941, as Lieut. Zenji Abe awoke in his cabin on the Akagi, one of a half-dozen Japanese aircraft carriers waiting in heavy seas a few hundred miles north of Hawaii. Having trained for months for this day, Abe felt little anxiety. He washed, shaved, dressed and tucked a picture of his wife and son in his pocket. Then he offered prayers at a Shinto shrine below deck.

In the night air, the carrier's colored lights reminded the young lieutenant of fireflies. Soon the first wave of what would become an onslaught of 350 planes took off and streaked south. Leader of a squadron of dive bombers in the second wave, Abe was halfway to the same target when his radio crackled with "Tora!

Tora! Tora!" ("Tiger! Tiger! Tiger!"), the code indicating that the attack had been a complete surprise to the United States Pacific force stationed at Pearl Harbor.

"After we bombed our targets, the only thing on my mind was getting out of there," recalls Abe, an unassuming, retired plastics company executive living in a tiny apartment in the Tokyo suburbs. "It wasn't until later that I realized I had participated in a historic moment."

Members of Abe's generation all have searing firsthand memories of what is called in Japan "the Pacific war." Some remember coming home to houses burned to the ground. People in their 50's and 60's remember blacking out militarist passages in their textbooks at the behest of Gen. Douglas A. MacArthur during the American occupation. All look back on the war with a mixture of horror and sadness.

Next month, from a completely different perspective, the United States will be remembering the 50th anniversary of the most devastating

military attack in its history — 2,403 Americans killed and 21 ships and 328 aircraft damaged or destroyed. The crucial turning point of World War II, Pearl Harbor galvanized Americans into a single-minded determination to win. For the United States, Pearl Harbor will forever symbolize the disastrous consequences of complacency and evoke the moment the nation awoke from isolationism to global responsibilities that continue to this day.

For the United States, the war tends to be seen as a long-ago event with little relevance today. But for Japan, what strikes any foreign resident is how World War II daily asserts its contemporary claims. It is a remarkable presence, not so much in the lives of ordinary Japanese, but as a subtext to the way the nation talks about itself, sees itself and debates policy issues of all kinds. The more Japan pushes to the future, it seems, the more it is borne back to the past.

When Japan was pressured to become involved in the Persian Gulf war, many Japanese were

Steven R. Weisman is chief of the Tokyo bureau of *The New York Times*.



reminded of the events that led to the tragedy of 50 years ago, even though the circumstances prior to the gulf conflict were very different from those preceding the Pearl Harbor attack. They spoke with such anguish about the dangers of militarism that it often seemed as if World War II had happened yesterday. Japan was exposed as a pacifist country, but it was a pacifism that also saw a war *against* aggression as unjustifiable.

Although Tokyo contributed \$13 billion to the military efforts against Iraq, that campaign was disliked in Japan. A cover story in a popular weekly magazine noted that many Japanese, remembering what had been done to them in World War II, sympathized with Iraq as a victim of American bombing. These Japanese, it said, felt "it would have been extremely delightful if Saddam Hussein had staged a sneak attack on the United States."

The gulf war was also described by many Japanese critics as another instance of American treachery. In a newspaper column, Hiroshi Yamada, executive director of the Osaka Stock Exchange, charged that Washington had lured Iraq into the gulf war the same way, he said, that it had tricked Japan. This is only an elaboration of a popular notion: Washington knew about Pearl Harbor but let it happen anyway so that Americans would be more willing to go to war. (American historians long ago rejected this contention. There *were* serious reports of possible Japanese designs on Pearl Harbor, but they were lost in a flood of contradictory signals. Gordon W. Prange, the late University of Maryland professor who studied the matter over nearly four decades, wrote that the signs

were dismissed because of "the root disbelief that the Japanese would undertake the risky venture.")

For Japanese, the Pacific war casts a deep and complex shadow, creating a peculiar mixture of the desire to remember and the desire to forget. Most vaguely think of the war as an awful experience that must never be repeated. At the same time, as Japan assumes greater power in the world, its citizens — two-thirds of whom were born after the war had ended — are increasingly irritated by demands that Tokyo continue to express remorse. "How long must we apologize for the mistakes we have made?" asks Noboru Kojima, a popular 64-year-old military historian.

Members of Japan's conservative establishment also speak of the attack on Pearl Harbor as a mistake, not a crime. The "date which will live in infamy," in President Roosevelt's words, is seen in Japan as a relatively unimportant event. There will be no Pearl Harbor ceremonies in Japan this year. There are none any year. Indeed, only a tiny percentage of the 1.4 million Japanese tourists visiting Hawaii each year bother to go to the Pearl Harbor Memorial.

Today, histories, movies, comic books and textbooks in Japan all emphasize how the Japanese suffered as much as anyone — from starvation, American incendiary bombs and finally the atomic blasts on Hiroshima and Nagasaki in August 1945.

Japanese say they have learned the lessons of war, but for most they are the lessons of innocent passengers, hijacked by ultranationalist militarists whose fanaticism brought Japan to disaster. To most people, such a view means eternal vigi-

lance against a resurgent military today. A growing rightist minority, however, has transformed the sense of victimization into a call for Japan to assert its interests more aggressively, even if they are antithetical to those of the United States.

The dangerous paradox of the war for Japanese is that while emotions remain high, so does ignorance. A restless new generation is waiting to assume leadership of the most powerful nation in Asia. Yet in contrast to German textbooks, Japanese textbooks whitewash the war. Some 20 million people died in the Pacific war, and Japan itself lost 2.5 million lives, had 10 million men under arms and forced millions of prisoners into hard labor. But after Emperor Hirohito died in 1989, grainy footage of the Japanese occupation of much of China amazed young television viewers, who had not known about it.

As the anniversary of Pearl Harbor approaches, many Japanese fear that the commemoration ceremonies in Hawaii and elsewhere will aggravate resentments over their nation's peacetime transformation into the economic powerhouse of Asia — the very status it once sought by military means. A flood of articles warns Americans against using the anniversary to bash Japan. Among the recent titles in magazines are "The Occupation of Japan Has Not Ended" and "Why Hate the United States Now?"

TO LIVE IN JAPAN IS TO EXPERIENCE CONSTANT reminders of the Pacific war. Every week brings some new revelation or disclosure: a diary, a memoir, some testimony that receives attention in the news media.

Last year, an oral history recorded by an aide



to Emperor Hirohito revealed that the late emperor said that if he had tried to stop the attack on Pearl Harbor, "it would have led to a coup d'état" and possibly his own assassination. The revelation offered powerful new evidence that Hirohito gave some thought to trying to stop the war, only to resign himself to it.

This summer saw the startling publication of notes written by Gen. Hideki Tojo, Japan's wartime Prime Minister, while he was held prisoner after the war. Defiantly defending the attack on Pearl Harbor as forced by "inhuman" economic sanctions imposed by Washington, Tojo, who was hanged in 1948 as a war criminal, wrote: "For Japan, doing nothing would have meant the destruction of the nation."

Tojo's notes, scribbled in the margin of poetry books kept by his family, held the familiar argument that Pearl Harbor was not a sneak attack, as most Americans remember it, because Tokyo notified Washington of its hostile intentions the day of the raid. What Tojo omitted was that, because of a mix-up in communication, including a delay in translating the message, the warning was not delivered to Secretary of State Cordell Hull until nearly an hour after the attack had begun. (Washington had cracked Japanese military codes and learned that some sort of attack on Allied forces in the Pacific was imminent.)

Tojo's prison notes raised the question often asked in Japan: Who actually was responsible for the war? A Government spokesman recently turned down a suggestion that Japan apologize for Pearl Harbor, saying that blame for the war must be shared by all the combatants, including

the United States. "It will take decades or even centuries before the correct judgment is delivered on who is responsible for the war," said Nobuo Ishihara, deputy chief cabinet secretary, echoing a view widely shared in Japan.

Of course, most American historians would have little trouble rendering a judgment on Japan's singular responsibility, if not guilt. Japan annexed Manchuria in 1931, made a bloody sweep through China in 1937 and in 1941 — after Japan became an ally of Germany and Paris fell to the Nazis — it drove into French Indochina. (Korea had been forcibly annexed prior to World War I, in 1910.)

Beginning with the decision to move naval vessels from Southern California to Pearl Harbor in 1940, the United States responded to Japanese military aggression with warnings and protests. In a series of ever tighter economic sanctions, Washington banned sales to Japan of high-octane aviation gasoline and then iron and steel scrap. Finally, Washington froze all Japanese assets in the United States, making it impossible for Japan to pay for American oil imports and resulting in a cutoff of 80 percent of Japan's oil supplies. These steps, intended to force Japan to withdraw from

(Continued on page 42)



Left: Veterans at the Yasukuni shrine. Only one-third of Japan's population today were alive during World War II.

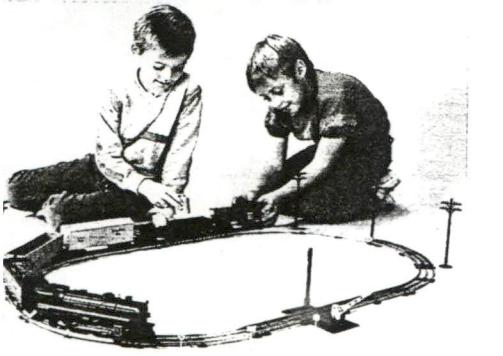
Top: Japanese schoolchildren visit the Hiroshima Peace Park. Textbooks in Japan emphasize that Japanese suffered as much as anyone in the war, and some students are surprised to learn there even was a war with the United States.

Bottom: At a cemetery in Hiroshima, the headstones commemorate the victims of the atomic-bomb blast. They are guarded by Jizo, a Buddhist god.

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**PEARL HARBOR**

(Continued from page 33)

protests short of war, were seen in Tokyo as provocations; Tokyo policy makers felt they had to disable the American Navy at Pearl Harbor while Japanese forces tried to capture new oil reserves in the Dutch East Indies, which the Japanese occupied in 1942.

Japan's culpability before and during the war remains a raw issue among those who had suffered from its militarism. Millions of Asians were brought to Japan to do forced labor at armaments factories and elsewhere, often under appalling conditions. A newly published diary offers rare details of the harsh life of a Korean laborer at a Nagasaki shipyard. And an association of Koreans in Japan made public what they said were records from steel factories and other industries frantically pushing Korean laborers, many of whom were seriously ill, to work harder as Japan began losing the war.

Koreans still demand compensation for these hardships, even though their requests are invariably rejected by the Government. A women's group from South Korea arrived in Tokyo earlier this year to present what it said were records that tens of thousands of women brought from Korea were forced to work as prostitutes for Japanese soldiers during the war. Again, Japan rejected their pleas for compensation.

Small groups of antiwar activists have long been publicizing their efforts to confront the Government with evidence of wartime atrocities. This summer, the Japan China Friendship Association in Tokyo sponsored an exhibition on the "war of aggression" in China, featuring pictures, war memorabilia and a videotape. In the videotape, three military officers confessed to beheading or torturing unspecified numbers of Chinese civilians — by drowning or burning them with hot irons — over a period of several months in Nanjing.

Two years ago, construction workers unearthed a few dozen human skulls at the site of an old building that several historians said was a headquarters of the

groups that did gruesome experiments on Chinese prisoners of war. Doctors and others who were present at those experiments have said there were human vivisections, but the Government declined to look into how the skulls got there. Japanese historians doing research on the wartime biological warfare program recently accused authorities of blocking disclosures of the experiments.

In Asia, Japan pays a continuous price for not negotiating a formal set of reparations with China or Korea. There were reparations in the 1950's with South Vietnam, Burma, the Philippines and Indonesia. But that \$1.15 billion package was widely seen as a kind of investment insuring access to raw materials and overseas markets for its businesses — an access Japan had gone to war to get.

Tokyo negotiated a postwar package of \$500 million in loans and grants for South Korea in 1965 but avoided the word "reparations." China abandoned its claim to reparations when it gained Japanese diplomatic recognition in 1972. But because the reparations issue has been shunted aside, China and Korea make it a point to bring up the war — infuriating Japanese diplomats — in virtually all negotiations.

Japanese officials routinely apologize for the war during trips abroad or visits by foreign leaders at home, but their statements always seem unsatisfying. Not surprisingly, the former victims of Japanese aggression take a particular interest in the way the war is discussed in Japan. While debating whether to send minesweepers to the Persian Gulf or noncombat troops on United Nations peacekeeping missions, Japan must constantly reassure Asian countries of its peaceful intentions. And Beijing and Seoul still protest the annual visit by Japanese cabinet members to the Yasukuni shrine in Tokyo, where military heroes are enshrined and where videotapes offer a thoroughly unrepentant version of the war.

This year, China protested a renewed debate in Japan over war atrocities. Its focus was a magazine article by Shintaro Ishihara, a popular rightist novelist and leading light of the ruling Liberal Democratic Party in Parlia-

accounts of the 1937 "rape of Nanjing" — where the Chinese say that hundreds of thousands of civilians were killed — were "a fabrication." In a new book, "A Japan That Can Firmly Say No," he also proclaimed that it was time for Tokyo to re-establish its wartime goal of a Greater East Asian Co-Prosperity Sphere.

The root causes of all these diplomatic steps and missteps date from the early postwar years. After the war, Germany made an attempt to "cleanse" itself of its Nazi past; nothing comparable took place in Japan. Also, although a few former Nazis served in the postwar Governments, some postwar leaders had been prominent in wartime resistance: Konrad Adenauer had been in jail during the Nazi period and Willy Brandt had gone into exile. But no comparable guardians of moral conscience assumed positions of leadership as Japan struggled — at the behest of the American occupying forces — to create a democracy, having had almost no experience with democratic institutions.

The problem was compounded by American zigzags. Early in the occupation, the United States sought to purge Japan's leadership and bureaucracy of people involved in the war. But after China fell to the Communists in 1949 and the Korean War broke out a year later, Washington changed its mind, deciding to foster a stable conservative Government in Japan to challenge Communism in Asia. In some cases, admitted war criminals were encouraged to resume Government duties.

Furthermore, unlike Germany, Japan has never come forward with a definitive statement of wartime responsibility. No senior Japanese leader has made anything like the electrifying speech of President Richard von Weizsacker of Germany, who declared in 1985 that "all of us, whether guilty or not, whether old or young, must accept the past" and "keep alive the memories" of the war.

**THE TENDENCY OF JAPANESE** to see themselves as the victims, rather than the perpetrators, of war is especially apparent in popular culture. In a well-known

## PEARL HARBOR

(Continued from page 42)

children's tale, "The Pitiful Elephants," zoo keepers worry about the animals during American bombing raids of Tokyo. Nearly every Japanese child learns the story of the decision to kill the zoo animals: how the elephants, being wise, refuse to eat the toxic food they are given, how they cannot be injected with poison because their skin is too tough.

In one children's book version, the anguished moment comes when the zoo keepers decide to starve the elephants. The final page shows the dying beasts with tearful zoo keepers shaking their fists at the sky, shouting: "Stop the war! Stop the war!" as American B-29's fly overhead.

Self-pity is also evident in one of the most popular movies this year in Japan, "Rhapsody in August," directed by the patriarch of Japanese cinema, Akira Kurosawa. At the film's dramatic turning point, a Japanese-American played by Richard Gere apologizes to his Japanese cousins for the dropping of the atom bomb on Nagasaki. But there are no references to anything Japan did that might have provoked the American attack. At a news conference earlier this year, Kurosawa was asked if Japan might also have something to apologize for. With a shrug, he said Japanese find it hard to be remorseful because they were "never aware of what was going on."

To understand Japan as a victim, one has to visit the memorials at Hiroshima and Nagasaki. Some 200,000 people died in the atomic blasts there that ended the war. (Today, some Japanese historians acknowledge that, judging from the more than 200,000 who died in the Allied attack on Okinawa, more Japanese would have perished if an all-out assault on the main islands had been launched by the United States.)

It is virtually impossible for anyone to see the skeletal shell of the old five-story domed exhibition hall by a river bank in downtown Hiroshima and not be deeply moved. Akihiro Takahashi, a director of the Hiroshima Peace Culture Foundation, knows every exhibit by heart: maps of the hypocen-

ter; a burned-out clock frozen at 8:15 A.M.; row after row of display cases of charred clothing, melted glass and photographs of mutilated victims.

Takahashi says he was in fourth grade when he heard about Pearl Harbor, and he admits feeling elated that Japan had been successful. But he is haunted more by memories of Aug. 6, 1945, when he, then a teen-ager, was standing in a schoolyard just as the sky roared with a blinding flash and turned pitch black. Blown more than 30 feet away, he could see that the entire city was on fire. Today, Takahashi's right hand is shriveled and his legs and arms are covered with scars.

"When Americans say Pearl Harbor, Pearl Harbor, Pearl Harbor, I am obliged to point something out," Takahashi says. "Look at the order to drop the atomic bomb, and you see the American military intentionally targeted innocent citizens. That was not the case with Pearl Harbor."

This year, the Mayor of Hiroshima apologized for Japanese wartime aggression, referring to Pearl Harbor as an example — the first time such a sentiment had been expressed at the annual commemoration of the dropping of the atom bomb on that city. But last year, when the city was expanding its museum on the bombing, some antiwar groups demanded that there be an exhibition to remind visitors that Japan had been the aggressor in the war. Their demand was rejected.

For Japanese, the Pacific war has been largely bled of its significance by a "history in the passive voice, or 'victims' history," noted Carol Gluck, professor of history at Columbia University. Writing last year in the journal *Daedalus*, she pointed out that in Japanese textbooks "the war appears as a natural catastrophe which 'happened' to Japan, as if without the intervention of human agency."

Many Japanese legitimately point out that the idea of exonerating the Japanese people was established by the United States itself. According to the Allied-sponsored Tokyo War Crimes Tribunal, a handful of leaders conspired to make war, ignoring the wishes of the people. Thus the trials and convictions of

28 leaders (7 of whom were hanged in December 1948) served American interests in isolating the main culprits and placating the Japanese people in order to enlist them as an ally against Communism.

Nonetheless, Japan's inclination to see itself as a victim comes more deeply from within than without. Part of it is human nature — the desire of any defeated people to see the past in the most favorable light. Then, too, in Japan history tends not to be taught in terms of justice or right and wrong; instead, it embodies the Confucian idea of the statesman adjusting to great historical forces rather than the Western notion that great leaders can change the course of history. From this follows the country's fatalistic approach to the war.

"Japanese people are very literate and they like the subject of history," says Futsuko Tsunoda, author of popular historical novels. "But people don't like to dwell on what they did wrong. They'd rather wash out the past and say: it ended and we lost it, so let's think about rebuilding the country now."

**I**N TRYING TO PLAY down Japanese aggression, the Ministry of Education has made some clumsy attempts to sanitize the past. Its move in 1982 to substitute the word "advance" for Japan's "invasion" of China was blocked only because Japan became embarrassed by Chinese protests. Generally, Japanese courts have upheld whitewashing references to war aggression, rejecting lawsuits brought by teachers and textbook writers.

Japanese textbooks fail to satisfy anyone. Conservatives complain that the books underplay patriotic themes and deal with the unpleasant past by trying to erase it. They complain that wartime leaders like General Tojo and Adm. Isoroku Yamamoto (the brilliant strategist who planned the Pearl Harbor attack in spite of deep misgivings) have become virtual nonpersons. "Without teaching about military power, how can you judge or assess the results of war?" asks Hiroyuki Agawa, a biographer of Admiral Yamamoto.

A recent newspaper article quoted a high-school teacher

The first thing some Japanese students wanted to know about the war was, who won?

complaining that his students were surprised to learn that there had been a war with the United States. The first thing they wanted to know, he said, was who won.

Even a group of college students belonging to a Japanese-American friendship organization who were interviewed for this article showed a one-sided knowledge of the war. Yes, they said, not only do textbooks give the war short shrift, but the topic always comes up at the end of the year — when everyone is too preoccupied by exams and vacation to pay attention.

Asked about the underlying causes of war, they listed the collapse of the world economy, the rise of Japanese fascism and Japanese feelings of economic vulnerability. "Basically," said Hajime Etoh, a law student, "I believe the war occurred for economic reasons. Earlier this century, Japan didn't have enough land or financial resources or colonies to compete with the United States and the United Kingdom. Japan thought that taking over China was the only way to survive."

If the war were basically a clash of economic interests, why should Japan feel guilty about it? "Instinctively I reject the idea that Japan must be seen as a criminal," said Yoko Oshima, a student of international law, as the others nodded in agreement.

In Japan, there are historians who do see the nation's wartime behavior as criminal, but they are generally leftists. The 1968 classic history, "The Pacific War," by Saburo Ienaga, is a reminder of the self-delusion and cruelty of the ultranationalist Japanese leaders throughout the

1930's, when the country was rocked by assassinations, a military takeover and a growing conviction that it had to rid Asia of white-skinned devils. But the book also seems to exonerate the Japanese people of responsibility since they had been hoodwinked by their leaders.

The group to grapple most successfully with the complex issues of the war are historians with a centrist approach. Their outstanding achievement is the eight-volume history "The Road to the Pacific War" (1962-63). This comprehensive history debunks the popular belief that the Japanese public were passive bystanders. Instead, many admired the militarists and their early victories — the popular trust in the army a result of the migration of rural people to the cities, their feeling of displacement, powerlessness and resentment toward politicians who appeared incapable of action.

One question still nags at Japanese historians: Could the war have been avoided? Many contend that their American counterparts have not adequately explored the opportunities presented to President Roosevelt to arrive at a common ground with Japan and avert a conflict. And many who say Japan was essentially at fault also feel that Roosevelt's demands — that Japan relinquish Manchuria, China and Southeast Asia before negotiations could commence — only made Tokyo more intransigent and dangerous.

Japanese and American historians still disagree on a number of major issues about the war. In fact, on the issue of American responsibility they may be moving further apart. In the late 60's, American historians were more willing to question American motives in Asia. Today, their tone is much less apologetic.

Participants of a conference in 1969 — the first time Japanese and American historians pooled their resources to study World War II — recall how the Americans were so guilt-ridden over the Vietnam conflict they even criticized Roosevelt for his intransigence.

The conclusion of the participants, published in "Pearl Harbor as History" (1973), was a model of evenhandedness. Its introduction

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## PEARL HARBOR

(Continued from page 47)

noted the amazing scholarly consensus that "blame for the war could not be attributed primarily to either the United States or Japan."

Times have changed. Particularly after the Persian Gulf war and the collapse of Communism in the Soviet Union, Roosevelt's drawing a line in the sand is no longer seen as improper.

ANYONE FOLLOWING JAPANESE-American frictions cannot help but note the parallels between the early 1940's and now. Fifty years after the attack on Pearl Harbor, Washington is still debating the wisdom of economic pressure on Tokyo. Will American trade sanctions provoke Japan into greater intransigence or retaliation?

Then and now, the vocabulary of Japanese-American relations is often framed in bellicose terms. Japanese speak of their "second strike": if Washington cuts off Japanese imports, Tokyo can strangle the American economy by cutting off investments or purchases of Treasury bonds.

Tension between Japan and the United States today has many causes, but much of it is rooted in the growing perception in both countries that Japan has become an economic juggernaut in spite of — and perhaps even because of — the war.

For one thing, it is no longer widely accepted that Japan was little more than a warmongering country before the war and that a "new Japan" rose out of the ashes of defeat to achieve a modern economic miracle. Most analysts, especially those in the United States, now say that the "miracle" was partly a result of the close cooperation between big industrial cartels and the Government. That partnership, established in the 1920's and 1930's, was forged in the fires of war.

Tokyo went to war to expel rival colonial empires from Asia, but its goal was to assure access to natural resources, markets and freedom of the seas. Japan has prospered because it obtained all these things, not only by dint of its own hard work, but also because of the generosity (and self-interest) of the United States.

Today Japan's nearly \$50 billion in Asian holdings makes it the largest single source of investment and growth, dwarfing American resources in the same region. Asians are increasingly looking to Japan for leadership. The British, the French, the Dutch are all going or gone. American troops are also pulling out.

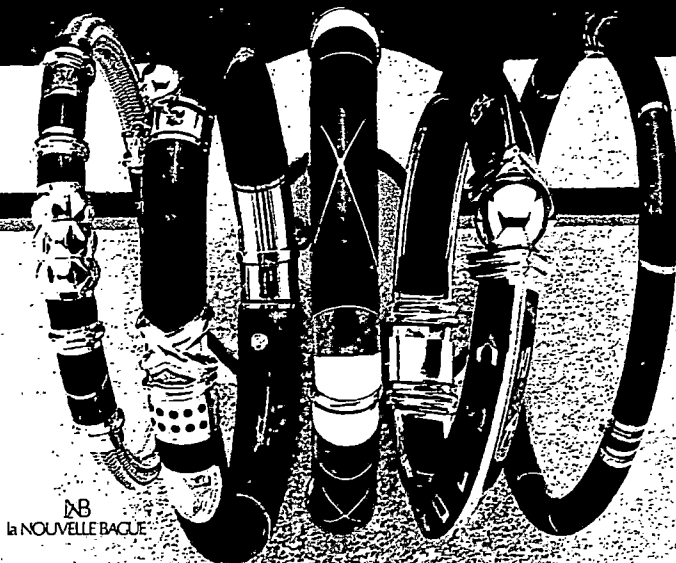
Although Japan has been America's biggest ally in Asia in recent decades, another hostile element of Pearl Harbor days lingers. During the war, both the Japanese and Americans indulged in an orgy of racial hatred. As John W. Dower, professor of history at the Massachusetts Institute of Technology, noted in "War Without Mercy" (1986), the Japanese stereotype was that Americans were white imperialists, bent on subjugating Asia, whereas in American eyes the Japanese were subhuman, or superhuman, in their fanaticism.

"That vicious racial stereotypes were transformed does not mean they were dispelled," wrote Dower. "They remain latent, capable of being revived by both sides in times of crisis and tension." Indeed, many Japanese still see themselves as victims of racism — tortured, for example, by the question of why they, alone, suffered atom-bomb attacks.

The Pearl Harbor anniversary could provide an occasion for more recrimination or an opportunity for more understanding. Akira Iriye, a 57-year-old American-trained history professor at Harvard University who has retained his Japanese citizenship, is an apt symbol of the synthesis that Japan may need to achieve.

"I remember being in grade school when, as the war grew worse, our teachers became more and more fanatical over the spiritual superiority of Japan," Iriye says. "Then once the war ended, they completely reversed themselves, talking about democracy and peace. It was very disillusioning, even to a 10-year-old.

"Today, the Japanese are clearly not teaching the war very well. It's very disturbing to me. I don't see anything sinister about the Americans' remembering Pearl Harbor. The Japanese may be nervous, but we should all use it as an opportunity for both sides to get to know each other better." ■



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The tragic sight of the battleship *Arizona* burning after the attack on Pearl Harbor is etched in our national memory. But fewer remember the *Oklahoma*, another battleship hit on December 7, 1941. A television producer asked me to write a film script about it, and eventually I managed to track down the phone number of someone who, I was told, might have been an eyewitness. When I called, he said in an accent I could not place: "Nobody knows this story. Not my wife, not my children.

"Come on up, I tell you everything. I remember everything."

THE DECEMBER sun was barely edging over the horizon when Joe Bulgo, a 21-year-old shipyard worker, walked through the gates of Honolulu's Pearl Harbor Navy Yard. It was Sunday morning, so the big shop buildings and repair basin were nearly deserted. Beyond them lay the entire Pacific Battleship Fleet, peacefully at anchor.

Joe had come to this base from a pineapple plantation on the island of Maui, where he was born. At six feet, with broad shoulders and thick arms, he seemed never to tire, and never complained. He would do any job, anytime. After all, he had taken an oath to do what the Navy said.

Today his orders were to caulk

# No Medals for Joe

BY MAYO SIMON

and test a new sea valve on the destroyer *Shaw*. He changed into his work clothes and picked up his pneumatic hammer, the biggest one made. When other workers tried to use this chipping gun, it would fly out of their hands. But Joe could hold it. On his way to the vessel, he heard a ship's band playing "The Star-Spangled Banner" for the morning flag-raising.

Then a familiar drone filled the sky. When Joe saw waves of aircraft flying in formation across the harbor, he assumed it was an Army exercise. He thought, *I didn't know we had that many planes*. But within seconds, plumes of water began kicking up among the ships, and he saw the planes' insignia: the rising sun.

Pandemonium broke loose, and Joe ran for cover. Screaming planes swooped low, bombing and strafing the docks and harbor. The *Shaw* rose up in a fiery cloud, its bow blown off. Torpedoes shuddered into the *Oklahoma*; the *Arizona* exploded. Ship after ship—destroyers, cruisers, minelayers—turned over and sank.

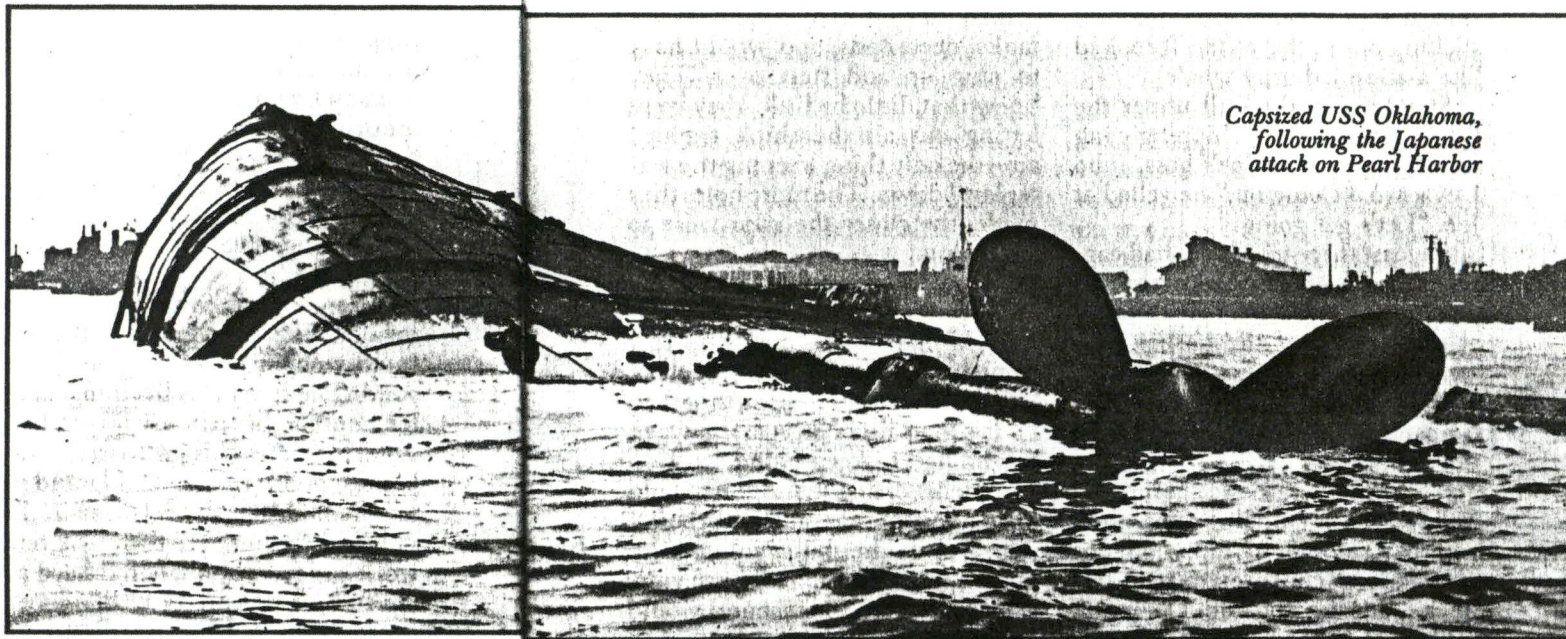
After two hours of hell, the in-

vaders vanished, leaving behind an eerie silence—and unbelievable destruction. All the workers were enraged. They wanted to fight back, but had nothing to fight back with. Eventually Joe received new orders.

"Get down to the dock with your chipping outfit," a supervisor shouted to him. "They want you on the *Oklahoma!*"

A launch took him across the channel. Half obscured by black clouds of smoke, battleships were settling to the bottom of the harbor. Hundreds of bodies floated in the water. The *Arizona* was burning, huge flames engulfing its twisted superstructure.

The *Oklahoma* was unrecognizable. All that was left of the huge



Capsized USS *Oklahoma*, following the Japanese attack on Pearl Harbor

ship was a curving piece of hull sticking out of the water. It looked like a stranded gray whale.

Standing on the hull under the smoky sky were the chipping gang from Shop 11 and Joe's boss, Julio DeCastro. "Come on," he yelled at Joe. "Let's get going!"

At least three torpedoes had capsized the *Oklahoma*, DeCastro told Joe. Its masts were stuck in the mud at the bottom of the harbor, and some 400 sailors were still inside. "Listen," DeCastro said. Joe could hear the trapped sailors tapping on the steel beneath his feet.

The workers tried to cut into the hull with their chipping guns, but it was hard going. "Chipping guns not made to cut through steel this thick," Joe finally told DeCastro. "Why not burn them out?"

DeCastro showed him an open black patch in the hull. Before he arrived, the burner gang from a Navy ship had tried using acetylene torches. A cork-lined compartment had been set afire, and two trapped sailors had suffocated. "We have no choice," said DeCastro.

Joe started up his gun with an earsplitting clatter. He leaned into the bulkhead, made two cuts and helped bend out a patch. Then he went down into the ship and relieved several exhausted workers chipping at a deck inside.

It was boiling hot. No air. They kept looking for a way to get to the trapped men. But the ship was upside down, and it was impossible to figure where they were. As they

drilled, they hit oil tanks, waste tanks, dead ends, and would have to plug up and start over. They knew that, little by little, they were letting out all the ship's trapped air—the only thing keeping the water level down. The more holes they made, the closer the men were to drowning.

Joe worked tirelessly, opening bulkhead after bulkhead, only to find himself in a maze of tiny compartments filled with debris. Sometimes he came upon smashed bodies of sailors in passageways, but he had to keep going.

Whenever Joe paused, he could hear desperate tapping reverberating through the ship. *Save me, save me*, the terrified sailors were saying. *Give me life. . . .* That sound would live in Joe's marrow forever.

Night fell, and the clatter of the chipping guns continued. Fully expecting another Japanese attack, the workers could not use lights on the hull. Instead, they relied on the grisly illumination from the burning *Arizona*.

Toward midnight, when Joe cut into the hull, water bubbled out. He tasted it: sweet. He had hit a freshwater tank. DeCastro found a pump, and after several agonizing hours, they had removed enough water so they could crawl into the tank.

They drilled open its bottom, and a shout went up: inside was a dry, white shaft. *A way in!*

As the others unreeled the hose of his pneumatic hammer, Joe cau-

tiously slid into the shaft with only a cage lantern to light his way. Deeper and deeper he went past the ribs of the upside-down ship. He felt like Jonah in the belly of the whale.

Suddenly the ship began to sway and groan. Joe's stomach tightened in terror. *If it starts to settle, I'm gone.* Fighting the urge to turn back, he tried to catch his breath in the choking stench of oil and sewage.

Then he heard the tapping. Faint. Steady. Joe tapped back with his chisel on the sweating metal bulkhead. *Come on*, he thought. *Tell me where you are.* Finally, answering taps. Joe slid down farther and cocked his head, listening hard. He called for help from DeCastro. The two lifted open a manhole cover, and Joe slipped into an empty compartment. He heard the sound once more. *Tap tap tap.* It was coming from the other side of the bulkhead.

Joe tapped again. Suddenly voices were shouting: "Hurry! Water's coming up!"

Joe's chipping gun dug into the steel with an angry clatter. When trapped air came out with a *whoosh*, the sailors tried to stop it with their fingers. "Don't do that!" Joe yelled. "I'm going to cut it fast." He was a good worker, but he'd never cut so rapidly in his life.

Water was rising to Joe's waist now. But he refused to be distracted from his work. *Keep on going*, he told himself. *Get them out.*

After cutting three sides, Joe was

able to pry open the steel. Immediately the sailors came out in a huge rush of water—kids smeared with oil, hardly able to move or breathe after being trapped for over 20 hours. None had the strength to get to the hatch. So Joe said, "Here, up on my back!"

One by one they climbed on his broad back, and he lifted them to the hatch, where other workers pulled them to safety. By the time the last sailor got out, the water was up to Joe's neck. He scrambled up his hose line, and DeCastro sealed the hatch behind him.

Joe blinked in the sunlight, filling his lungs with fresh air. The sailors, wrapped in blankets, were already in the launch that was taking them to the hospital ship. Joe shouted and waved, but they were too far away to hear. He watched them disappear across the gray harbor.

All told, more than 400 died in the sunken ship; but over four days and nights, Joe Bulgo and the rest of the chipping gang saved 32 men. Later that year, Navy citations "for heroic work with utter disregard of personal safety" were awarded to Joe Bulgo, Julio DeCastro and 18 others from Shop 11.

AFTER THE WAR, Joe married, had four children and joined the merchant marine. During the Vietnam war, he returned to work for the Navy on a chipping gang at the San Francisco Bay Naval Shipyard. When his family said he was work-

ing too hard, he'd reply, "Our boys are over there dying. They need these ships."

In 1971, he had his first heart attack. After a second attack, he retired.

The most precious thing he owned, his citation, was lost when somebody stole his suitcase in a bus station. He wrote letter after letter to Washington. He finally got a copy of the citation, with a letter saying he might have a medal coming. He waited, wrote more letters. Nothing happened. It seemed the rescue was a forgotten episode about a forgotten ship.

THAT WAS THE STORY Joe Bulgo told me in 1986 when I turned up at his door, 45 years after Pearl Harbor. I kept thinking to myself: *This man deserves a medal. Well, if nothing else, the film will give him and his fellow shipyard workers the recognition they merit.*

But the film was never made, the idea shelved by the network. Discouraged, I put everything away—the script, my notes, the documents, the reminiscences of sailors—and I went on to something else.

Almost a year later, I got a call from Al Ellis of the U.S.S. Oklahoma Association, an organization for everyone who had ever served on the ship. Would I speak at their next convention in San Jose?

I was about to politely decline when I remembered something Joe had told me. At the end of the interview, he had said, "You know,

I never seen any of those boys I saved. It was all in the dark and so quick. I wish I could have talked with them once."

ON MAY 16, 1987, I waited in the San Jose hotel, where 200 ex-sailors and their wives were meeting. I knew Joe was coming—his wife, Val, had told me how excited he was to have been invited—but I also knew he was ill. Bone cancer, she had said.

Even so, when Val and their daughter, Linda, brought Joe into the big convention room, I was shocked. He was in a wheelchair. His once-powerful body had shrunk. His eyes were filled with pain. "How you doing, Joe?" I said. He pulled my head down and whispered, "Thinking about this night is what's kept me alive."

They seated the Bulgo family in front of the head table. A Navy chaplain gave the invocation. We ate. The master of ceremonies told jokes. Then a band started to play, and everyone was laughing, drinking, dancing. Joe sat stiffly in his chair, his food untouched. I wondered, *Will people actually want to listen to an old war story?*

Finally they introduced me, and I began to speak. I told them one sailor's story from that dark December day at Pearl Harbor. How he and ten others had been trapped in a compartment slowly filling with water. How for 27 hours they'd banged frantically against the bulkhead, hoping—praying—

that someone might save them. And how, finally, a young worker had cut through the bulkhead, releasing them all. I described how the rescuer, in the accent of the islands, had said to the sailors, "Here, on my back"—and then lifted each one to safety.

The crowd was quiet as I read off the names of the sailors rescued that day. "I know three of those men are here tonight. And I also know you never got a chance to thank him. So if there's something you'd like to say to that Hawaiian kid who risked his life to save yours 46 years ago—well, he's right over there."

It is impossible to describe the emotions that swept the hall as I pointed to Joe, and 200 people rose

to their feet, cheering. He covered his face with his napkin. He didn't want them to see him crying. Then three elderly veterans embraced the man who could no longer stand, even to acknowledge the applause, but on whose broad, strong back they had once been carried.

JOE BULGO died two months later. When the San Francisco *Examiner* called me, I told them what I knew. His obituary begins: "Joseph Bulgo, Jr., a neglected hero of Pearl Harbor . . ."

Well, yes—there hadn't been any medals for Joe. But, I thought to myself, in the end we made things right. We said thank you, at last, to an American hero.



### Blush Hour

A SCHOOL SECRETARY met the superintendent in the hall one day. "I hear you are going to be a grandmother," the administrator said. "Is it the daughter I met who is expecting?"

"Oh, no," the woman was quick to reply. "It's my son and his wife. My daughter and her husband can't possibly have any children until they learn to make both ends meet."

—Contributed by Eileen A. Fitch

MY SISTER pointed out to my mother and the sales clerk the iridescent-purple dance outfit she wanted for an upcoming recital. "You can't have that," my mother said. "I told you every prostitute your Uncle George ever picked up was wearing purple!"

No one had told the sales clerk that Uncle George had been a policeman.

—Contributed by Anji Gandhi

DURING THE BUSY TAX SEASON my accountant puts in long hours, but since he works out of his home, he can frequently take quick naps to catch up on his sleep. One day I phoned, and his wife answered.

"When do you think he can return my call?" I asked.

"I really don't know," she replied. "He's sleeping between two clients right now."

—Contributed by Vivian Kirkpatrick

**Nomination of John A. Bushnell To Be United States Ambassador to Costa Rica**

October 27, 1990

The President today nominated John A. Bushnell, of Connecticut, a Career Member of the Senior Foreign Service, Class of Minister-Counselor, as Ambassador to the Republic of Costa Rica. He would succeed Deane Roesch Hinton.

Since 1989, Mr. Bushnell has served as Deputy Chief of Mission in the Republic of Panama. Mr. Bushnell entered the Foreign Service in 1960 and has served in the following positions: assigned to the Department of State, 1960-1962; international economist in Bogota, Colombia, 1962-1964; international economist in Santo Domingo, 1964-1965; program officer for the Agency for International Development, 1965-1969; international economist for the U.S. Mission in Geneva, 1969-1971; National Security Council, 1971-1974; Deputy Assistant Secretary for the Department of the Treasury, 1974-1976; assigned to the Department of State, 1976-1981; member of the Board of the Panama Canal Commission, 1980; Deputy Chief of Mission in Buenos Aires, 1982-1987; and interfunctional officer in the Office of the Director of Management Policy, 1988-1989.

Mr. Bushnell graduated from Yale University (B.A., 1955) and the University of Melbourne (M.A., 1959). He was born July 26, 1933, in New York. Mr. Bushnell is married and resides in Panama.

**Statement by Press Secretary Fitzwater on Lebanon**

October 27, 1990

The United States believes that order and security should be brought to Lebanon as soon as possible by the legitimate government. We believe that implementation of the Taif Accord should proceed. The United States strongly supports the unity, sovereignty, and territorial integrity of Lebanon and urges the disbandment of all militias and the removal of all foreign forces from

Lebanon so that the process of national reconciliation can proceed.

For 15 years we have argued against violence in Lebanon. Now is not the time to settle old scores. Now is the time for healing. The United States has made this point to Syria as well as to the various Lebanese parties.

**Remarks to Officers and Troops at Hickam Air Force Base in Pearl Harbor, Hawaii**

October 28, 1990

*The President.* Thank you, Admiral Hardisty. Please be seated. And thank each and every one of you for joining us here today—and for joining in the defense of freedom every day. You know, I'm proud to be back here at Pearl and proud to be back as your Commander in Chief and proud to be back standing up for fighting men and women like you that serve in the Armed Forces of the United States. We have never had a finer group of people. Governor Waihee, the Governor of the State—proud to be in your State, sir. To my dear friend Pat Saiki, the Congresswoman from this district, thank you for joining me and thank you for being at my side coming out here. To Colonel Lyon, my respects, sir. And again, Admiral Hardisty, thank you, sir, for this unforgettable welcome back here to this marvelous Hickam Air Force Base. This is quite a crowd. But I can't help but think of the warning that one soldier gave to comedian Steve Martin last week when Steve Martin began a talk in Saudi Arabia. This is a true story. He said, "You'd better be funny. We've got bullets."

Well, you may recall, there was a slight confusion a couple years ago when I said that Pearl Harbor Day was September 7th. But now I've put an end to all that confusion—and I just want to say I'm very happy to be back here in at Clark Air Force Base. ~~[Laughter] The truth is, I will always remember the first time that I saw Pearl Harbor in the early spring of 1944. Our ship and my squadron were en route to Wake Island and out to the rest of the Pacific. Then, as now, it was an impressive~~

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sight. The fleet, having been pounded, had recovered—the naval shipyard here having set the world record for the fastest repair work completed on battle-damaged ships. No member of that generation can ever forget the clarion call that Pearl Harbor represented. Things changed instantly. The country came together and, like you here today, we each knew our duty.

There was a movie a few years back where the actor John Houseman, Paper Chase's Professor Kinsfield, played a World War II veteran now deskbound in Washington. Seizing on a passing reference to the war, a snide young colleague asks, "Do you miss the action of those days, sir?" And Houseman's response was classic. He yanked off his glasses and calmly fired back, "No, I miss the clarity." Well, today in the Persian Gulf, the world is once again faced with the challenge of perfect clarity. Saddam Hussein has given us a whole plateful of clarity, because today, in the Persian Gulf, what we are looking at is good and evil, right and wrong. And day after day, shocking new horrors reveal the true nature of the reign of terror in Kuwait. In one hospital, dialysis patients were ripped from their machines and the machines shipped from Kuwait to Baghdad. Iraq soldiers pulled the plug on incubators supporting 22 premature babies. All 22 died. The hospital employees were shot and the plundered machines were shipped off to Baghdad. But you cannot pull the plug on a nation. The invasion of Kuwait was without provocation. The invasion of Kuwait will not stand.

Iraq's invasion marks an outrageous breach of the peace, a broad-faced violation of the United Nations Charter. And by its actions, the Iraqi regime has shown its contempt for the very principles on which the United Nations was founded. Saddam Hussein will be held accountable. Iraq has waged a war of aggression, plundered a peaceful neighbor, held innocents hostage, and gassed its own people. And all four of those crimes are punishable under the principles adopted by the allies in 1945 and unanimously reaffirmed by the United Nations in 1950. Two weeks ago I made mention of the Nuremberg trials. Saddam Hus-

sein must know the stakes are high, the cause is just and, today more than ever, the determination is real.

You know, if you look into history, America never went looking for a war. But in World War II, the world paid dearly for appeasing an aggressor who could have been stopped. Appeasement leads only to further aggression and, ultimately, to war. And we are not going to make the mistake of appeasement again. And one of the other mistakes—one of the other lessons, rather, that America, like it or not, was part of the whole—that was the lesson. And Hitler rejoiced at the news—if you remember your history books—rejoiced at the news from Pearl Harbor. And Adolf Hitler called the attack on Pearl Harbor the turning point of the war. And he was right. But not in the way he thought. Pearl Harbor changed the world and America's role in it for all time.

And you here know that. During the past 3 months, men and women like you from all 50 States have helped to launch what history will judge as one of the most important deployments of allied military power since 1945. But make no mistake: The decision for this deployment was not made in Washington; the decision for this deployment was made by the men in Baghdad. And we are the ones that are standing up for civilized values, standing up for a principle that's almost as old as our Republic.

Franklin Roosevelt put it clearly in a fire-side chat, just after Pearl Harbor. He said: "Together with other free people we are now fighting to maintain our right to live among our world neighbors in freedom and in common decency without the fear of assault." And Harry Truman understood this lesson. Almost 10 years after Pearl Harbor he, too, spoke to the Nation, and he could almost have been talking about Kuwait. "Korea is a small country," he said, "thousands of miles away. But what is happening there," said Truman, "is important to every American." And he called the unprovoked invasion a "direct challenge to the efforts of the free nations to build the kind of world in which men can live in freedom and peace."

And since that time, allied strength and resolve have been tested many, many times. But when we look back on that history of valor and sacrifice, it is clear that the strength of our arms and the strength of our will is up to the challenge that we all face today in the Persian Gulf. And we are not alone—remember this: we are not alone. The United Nations Security Council has passed eight major resolutions setting the terms for solving this crisis. A majority of the Arab League is with us. The Soviet Union and China are with us. And NATO's resolve has never been more firm. And today it is not Iraq against Kuwait, but it is Iraq against the rest of the civilized world. And that message—we must say it over and over again.

And so, this unprecedented unity is a result of hard work and favorable winds—not the winds of war, but the winds of change. And from these magnificent Pacific Islands it's easy to see how, with skillful hands at the helm, these winds can carry us towards a future of vast horizons—a dynamic new Asia and a new partnership of nations where free peoples and free markets look to our shore for partnership and security and leadership. The world is still a dangerous place. And those in uniform will always bear the heaviest burden. Perhaps I know something of what you endure—the waiting, the uncertainty, the demands of family and professional life. We want every single American home. No American will be kept in the Gulf a single day longer than necessary, but we will not walk away until our mission is done.

As we meet, it is midday in Hawaii. And soon the Sun will be setting across much of America. An hour of prayer, a day of rest, a nation at peace. And soon many of those prayers will follow the Sun westward across the Pacific and Asia. And soon, like the rays of the Sun itself, those prayers will reach down to carry the light of a new day to the brave men and women standing watch over the sands and shores of the Gulf. Not an hour passes that they are not on my mind. And so, we've come here to thank you for the important work that you—all of you—do in defending our nation's freedom, in keeping our nation strong, and holding high the banner of freedom.

Thank you very much for coming. And God bless the United States of America. Thank you.

*Note: The President spoke at 1:20 p.m. on the tarmac at Hickam Air Force Base. In his opening remarks, he referred to Adm. Huntington Hardisty, commander in chief of the U.S. Pacific Command.*

### Exchange With Reporters in San Francisco, California October 29, 1990

#### California Gubernatorial Campaign

*The President.* Well, let me just say that I'm delighted to be back here. We had a fundraising event for Pete Wilson and I am very encouraged with the support we keep reading about and hearing about for a Senator now about to be Governor. This State is a critical State in the sense of this election coming up. The governorship here is enormously important. It has national importance. And I am enthusiastically for Pete Wilson, and he can give you a little vibration or two as to how he feels it's going. But I like the feel of this campaign.

*Senator Wilson.* Mr. President, I share your enthusiasm and your optimism. I think it's going well. We are very pleased with the polling numbers that we're seeing and even more pleased with the reaction that we're getting from the crowds. It sure is nice to be back.

*The President.* Now you don't have to go back there anymore. That's good.

#### Federal Budget

*Q.* Can I ask you a question on the budget, Mr. President?

*The President.* Yes.

*Q.* Even with this deficit reduction deal the deficit this year is going to go to \$250 billion—a record. In over 5 years the debt is going to go from \$3 billion to \$5 billion—or trillion—excuse me. Doesn't that mean there's a lot more painful medicine out there for the American people?

*The President.* Well, it means we've had to swallow some painful medicine. And I'm

hopeful that this will effect on the economy, store the United States levels of growth, the revenue. But that means we've got what I think of as this and spending.

You know, the minute was over, one of the said, well, now we're going to fight to raise taxes on the old class warfare, tax-and- So, what I'll be doing is across this country that that tired old philosophy ica back to work again. better than what these Terry [Terry Hunt, Assistant Secretary] no, we've taken a major in the right direction there's plenty of reasons it.

#### Persian Gulf Crisis

*Q.* Mr. President, now mission in the Middle East where, is there any chance short of a military solution?

*The President.* Yes. I think that the economic sanctions the worldwide solidarity Saddam Hussein—will cooperate should, without conditions Kuwait.

*Q.* And negotiations in ever?

*The President.* No—the going to have negotiations. There's no way to get gets out of Kuwait and mate government, then work out difficulties that. But we're not going to tions. And so—and the tight. I think—talking to think he understands how I know that he had the same he talked to President M And I think that President holding just as firm as good, you see, Ann [Ar News], because that serves that the free world is a dictator.

Our conversations convinced me of the depth of understanding between the United States and the Philippines, which will permit points on which we may differ to be resolved without becoming items of major conflict.

As I leave today, I go home convinced that the relationship of mutual respect and mutual trust between our two countries is the continuing basis for a true alliance today as well as in the future.

On behalf of Mrs. Ford, our daughter Susan, and all of our delegation—yes, all of the American people—I thank you and Mrs. Marcos and all of the people of the Philippines for the gracious, the kind, and the wonderful reception that we had. We are most appreciative.

NOTE: The President spoke at 2:52 p.m. at the Manila International Airport. President Marcos responded as follows:

For and on behalf of the 42 million Filipinos, on behalf of the Republic of the Philippines, and on my own personal behalf and that of my wife, I wish you a happy trip home and hope that you will bring with you to the American people the affection and good will that you have found in the Philippines.

You came to Asia, Mr. President, with one message underneath—that America has no intention of withdrawing into the Pacific and into your hemisphere and abandoning Asia and your allies in the Pacific.

It is, therefore, with confidence that we face the future. All Asian countries and Asian leaders take courage in your work and shall mark your work

with resolution to move forward in preparedness for their security as well as for their development.

The confidence that you instill in the Asian nations today shall be met with the effort of obtaining self-reliance, and it is our hope that the bond of friendship and comity that now exists between our two countries shall continue strengthening.

With the faith on the part of the Filipino people, we can hopefully say, go with God, Mr. President, and may you succeed on your mission of peace.

Thank you.

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Earlier in the day, President Ford and President Marcos went to Manila Harbor where they boarded the presidential yacht for a trip to Corregidor Island. During the trip, the two Presidents held a meeting on the yacht.

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### Remarks at Pearl Harbor Memorial Ceremonies in Honolulu, Hawaii. December 7, 1975

*Admiral Gayler, distinguished guests:*

We who remember Pearl Harbor will always remember. For us it is a moment etched in time, a moment of shock and mixed feelings and, particularly, disbelief, a moment of shame and a moment of sorrow, of anguish and of anger, an end to irresolutions, a summons to action, the start of a total commitment that comes but rarely to men and to nations.

Whoever watched the Pacific churned by winds of war comes to this hallowed

place with feelings overcoming words. Our shipmates who rest in honor here, our comrades in arms who sleep beneath the waves and on the islands that surround us need no eulogy beyond the eternal gratitude of the land that they loved.

On this Sunday morning in December, we remember them. In all the history of war there is a recurrent question, why do young men have to die? Why not save, instead of spend, our bravest and our best? Could they not live for their country, work for their country, achieve for their country? Can't we have living heroes, patriots of peace, and raise our monuments to lives well lived rather than memorials to lives snuffed out in the black smoke of battle?

I believe we can and will build a safer and saner world. If I did not believe it, then I and hundreds of thousands like me learned nothing in the Pacific during World War II. If I didn't believe it, I would not have supported America's bipartisan policy of peace through strength for more than a quarter of a century of severe challenges—trials that are far from finished here today.

If I didn't believe it, I would not have journeyed 27,000 miles around the Pacific as President to talk peace and mutually beneficial ties with the leaders of Japan, the Republic of Korea, the Soviet Union, the People's Republic of China, Indonesia, and the Philippines.

The 1,600 million people of these nations and of the United States make up more than half of the whole human family. If a majority of people want peace, why cannot the world have peace? If a majority want to live in friendship, why cannot we all live in friendship?

There may be uncertainties, but surely it is worth a try. Here in Hawaii, with its diversity and its harmony, such a goal seems neither impractical nor impossible. The crossroads of the Pacific can become the crossroads of old and new civilizations, the lives of all lands can be preserved and prosper in the Pacific.

We who remember Pearl Harbor will never drop our guard nor unilaterally dismantle our defenses. But we Americans must and will use our moral leadership and our material strength to bring the Pacific community and the world little by little, year by year, closer and closer to real and reliable peace.

We will hold our course for a peaceful Pacific, remembering that vigilance, the price of liberty, must be paid and repaid by every generation. We will keep faith with our past as we work to build a better world for our children and our grandchildren.

I believe they will see peace come through and thank us as we thank those fallen heroes we honor here today. Their duty is done. Let us do ours.

Thank you and *aloha*.

NOTE: The President spoke at 8:01 a.m. at the U.S.S. Arizona Memorial. In his opening remarks, he referred to Adm. Noel A. M. Gayler, USN, Commander in Chief, Pacific.

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Address at the University of Hawaii.

December 7, 1975

*Thank you very much, Dr. Kleinjans. Governor Ariyoshi, Senator Fong, Congressman Matsunaga, Dr. Matsuda, students, faculty, and members of the community here in Hawaii:*

It was nice to see you, Doctor. I had the honor for a good many years of representing an area, a wonderful community, from which the Doctor came. I know more of his relatives perhaps than he does—[laughter]—and they were always very kind to me, for which I was deeply grateful.

But it is good to be home again in the United States. I have just completed, as many of you know, a 7-day trip to the State of Alaska, to the People's Republic of China, to our good friends Indonesia and the Philippines, and now I am obviously happy to be home in our 50th State, Hawaii.

This morning I reflected on the past at the shrine of Americans who died on Sunday morning 34 years ago. I came away with a new spirit of dedication to the ideals that emerged from Pearl Harbor in World War II—dedication to America's bipartisan policy of pursuing peace through strength and dedication to a new future of interdependence and cooperation with all peoples of the Pacific.

I subscribe to a Pacific doctrine of peace with all and hostility toward none. The way I would like to remember or recollect Pearl Harbor is by preserving the power of the past to build the future. Let us join with new and old countries of that great Pacific area in creating the greatest civilization on the shores of the greatest of our oceans.

My visit here to the East-West Center holds another kind of meaning. Your center is a catalyst of America's positive concern for Asia, its people and its rich diversity of cultures. You advance our hope that Asia will gain a better understanding of the United States.

Last year we were pleased to receive and to welcome nearly 54,000 Asian students to the United States, while thousands upon thousands of American

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