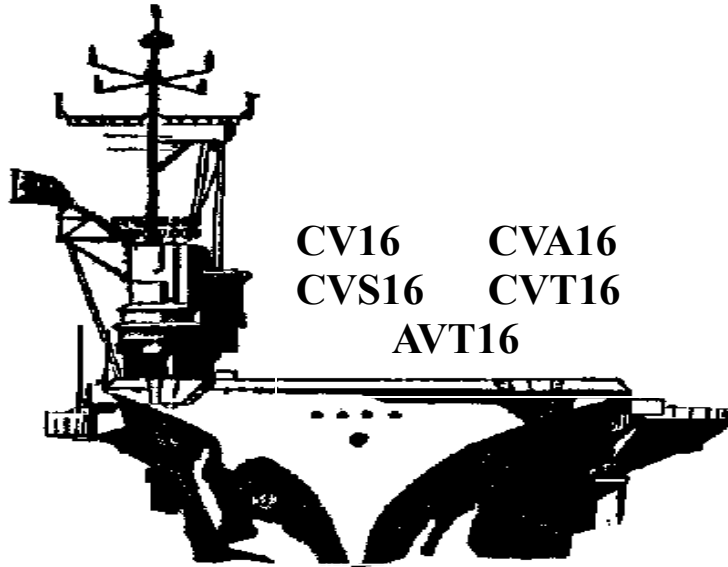











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USS Lexington CV 16 Association  
P. O. Box 16  
Lexington, IL 61753



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AVT16

## USS LEXINGTON

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*\* E-mail Version ONLY*



# The Sunrise Press

USS LEXINGTON CV16

49 YEARS OF SERVICE  
 NOW THE USS LEXINGTON MUSEUM ON THE BAY  
 IN CORPUS CHRISTI, TX

January, 2012



*A Word from Lance Wagner:*

Look at the list of new members; if you see someone you once knew and want his address and phone number, write to me and I'll get it to you. If you know someone who served on the Lex, let me know and I'll send them some information about our group.

Please remember if you move to send me your change of address and new telephone number. Please be sure to include the area code, as many have changed.

Another thing, **look at the date after your name on the label that was used to mail you this newsletter.** It is the date your dues are paid to. If it is 2010 or before, you are behind on your dues.

**Send dues to: Lance Wagner,  
 71-21 73<sup>rd</sup> Place  
 Glendale, NY 11385**

Remember that dues are **\$15/yr**; make checks payable to: USS Lexington Association.



If anyone has any articles they'd like to see included in the newsletter, please send them to me and I'll put them in, space permitting, including a byline to credit you with the submission. My postal address is: **23428 College Avenue, Robertsdale, AL 36567.** Otherwise for electronic submissions, my e-address is **gplante@gulftel.com.** PLEASE put USS LEXINGTON or even just LEX in the subject area so that my spam filtering software won't delete it on me.

Thanks, Greg Plante.  
 Editor, Sunrise Press

*Sunrise Press Newsletter* is a quarterly publication of the USS Lexington Association CV, CVA, CVS, CVT, AVT16, It's Editor is Greg Plante, with contact information in the box to the left, if you have any questions about anything in the newsletter, or would like to offer anything for inclusion.

**WEBSITE:**

[www.usslexingtoncv16.org/](http://www.usslexingtoncv16.org/)

**Association Officers:**

- President:** Allen Zellers
- Vice President:** Bob DiMonte
- Treasurer:** Lance Wagner
- Secretary:** Lloyd Friedli
- Association. Chaplain:** Bill Royer

## WELCOME ABOARD

NAME	SPOUSE	DIVISION	YRS. ON LEX
Ralph Lynn SHepard	Jean	Supply	1957-1959
Norman Mack Staley	Maxine	Fire Rm 4	1945-1946



## TAPS



R. Gary Huck

James S Foster

Gustave W Berndt, Sr.

If you left high school before graduation to join the military service, whether by enlistment or draft, you are entitled to receive your high school diploma. Even if you obtained your GED, your life experience far outweighs any structured education.

Most states participate in this program and I can help you with the paperwork. There is no charge for this service. Contact Frances Cuellar, a life member of the American Legion Auxiliary, H U Wood Unit, Seguin, Texas at (830) 401-0975.



**From: Laurie D Idd2@cox.net**  
**Sent: Sat 09/04/11 10:39 AM**  
**Subject: Wilbert F. Clark**

Looking for Information, I was wondering by chance if anyone would know my father Wilbert Francis Clark that served in the Navy WWII 1942-1945. He was seaman, second class sv6 USNR. Was on the USS Lexington CV16. He worked on the flight deck. I was wondering if anyone would know of him. He has since passed in Feb 1, 1995. He lived in Lincoln, Addison Co., Vermont, I am his daughter Dolores D. Clark I live in Nevada now. I have always wanted to chat with someone that knew my father or just anything.  
Thanks for listening.

Contact me at E-mail- Idd2@cox.net  
Dolores Clark Desrochers-2628

This is an actual picture taken at the National cemetery in St. Paul, MN. By the local newspaper. My father-in-law confirmed it, and said that when he was doing some work near there, he saw them all of the time.

This photo speaks volumes all by itself, and I will let it do so now. ENJOY!!





A friend of shipmate Paul Weaver's sent him these pictures from the Palm Springs Air Museum, and he thought it would be great to share them with you all. This is the COD that flew aboard her while I was onboard in the mid 80's. It was always good to see her because it meant that mail call would soon follow.



## A BETTER NEWSLETTER!... AND IT'S FREE!

The cost of publishing the newsletter, printing and postage, is growing, and a decrease in the number of newsletters mailed out will greatly help.

We are looking for people who have a computer with e-mail, or access to e-mail, and are willing to receive their newsletter in their e-mail.

The Press can be stored and read on your machine at your leisure, or printed to take with you. It is also better than the print version, with color graphics, pictures, all sorts

of stuff including 2 - 6 bonus pages not in the print version.

**PLEASE give this some real consideration !!! To give you an idea of what you're missing, go to the Association website where the last several issues are posted and see for yourself. That's [www.usslexingtoncv16.org](http://www.usslexingtoncv16.org)**

Send your e-mail address to [gplante@gulftel.com](mailto:gplante@gulftel.com). Please remember to put **Lexington** or **Lex** in the Subject line so my virus filter will leave it alone.

## EMAIL RECIPIENTS!

I'm often asked in e-mails for dues expirations by various members, since there is no address sticker on a mailer label. We've come up with a solution.

Lloyd Friedli, a man of many talents, has found a way to get his databases to tell him all of those fine things, and he will do a mailing twice a year (January & July) to anyone that comes up showing in arrears, so, watch your e-mail for a note from Lloyd and don't delete it. You'll need it to know what you owe.

----- Original Message -----

From: "Ronnie Stone"

To: [lex16@usslexingtoncv16.org](mailto:lex16@usslexingtoncv16.org)

Sent: Thu 20/01/11 9:22 PM

Subject: Fwd: Medical and Dental group on Lady Lex 1958-1960

Would like to hear from fellow shipmates on board during those years. I can recall many good times and a few bad ones; like the night (early am) when we collided with a refueling ship and the starboard side of the ship caught fire with the spread of fuel oil. After our cruise (I have a book covering the cruise) we went into dry dock at Puget Sound dry dock Bremerton Washington and remain there for approximately 6 months then returned to San Diego early summer 1960. I recall a man named Flood that stole a Sea Goddess from one of the other ships while we were out on maneuvers. Dr. Klein headed up Medical during that time. Drop me a line if you remember those days.

Ron Stone HM3

[eagan10970-auto@yahoo.com](mailto:eagan10970-auto@yahoo.com)

----- Original Message -----

From: "Wes Fay" [wes-fay@bresnan.net](mailto:wes-fay@bresnan.net)

To: [lex16@usslexingtoncv16.org](mailto:lex16@usslexingtoncv16.org)

Sent: Sat 15/01/11 2:55 PM

Subject: Fwd: ANYONE WHO

SERVED IN V50 DIV FROM 56-57.

LOOKING FOR SHIPMATES FROM V50 DIVISION FROM 56-57 .

Many Blessings to You,  
Wes Fay



The patch that Roland King designed and copyrighted is the official Association patch, and the ship's store will soon enough have a supply of both the smaller and larger patches of the same design. Contact for the patches will be:

**Lance Wagner**  
71-21 73rd Place  
Glendale, NY 11385

Want information about the Lexington, my uncle Eugene Frengel was on the flight deck crew, he wore a yellow turtle neck sweater. He also was on the Lexington crossing the equator. I read a recent story about the Lexington sending food etc to POW's at Kawjalein, Japan. The book is "Unbroken" page 311, the author mentions the Lexington twice. My Uncle Eugene Frengel still lives in New Castle, Pa. Phone 724-652-0592.

Please email me anything you can tell me about the ship. Thank you. [frengel2@comcast.net](mailto:frengel2@comcast.net)

**LOOKING FOR 'THE BLUE GHOST':** Edward (Percy) Atkinson is looking for a book 'The Blue Ghost' written by Lee Fleming Reese. This book is about the USS Lexington and a number of copies were published. Please contact Percy at (618) 244-1873 if you have a copy available.

"I am looking for information about any ships cooks that served on board Lex during the period that I served on board. I served from Jan 1959 to April 1964. Kenneth Tuttle, Ret. CS1; 209 S State St., Knob Noster, MO 65336; (660) 563-3044"

Dear Mr. Plante,  
My name is John Wald, I have been searching for someone who can point me in the right direction to find information on a fighter pilot on the Lexington in VF-16 who was lost on September 26th 1943. His name is Ltjg. Edward L. Mathias, I have exhausted most of the normal search avenues available to me on the internet, I noticed that the Lexington is having a reunion in September and perhaps there is someone you know that would be able to help me. Thank you for your time.  
John Wald [j.wald@sbcglobal.net](mailto:j.wald@sbcglobal.net)

# WAR LORE

Submitted by: W. Lee Andrus

Editor's note: Sometimes I have to edit things for space, or content, but the following is going to be the first in a series of memoirs that were sent to me by shipmate W. Lee Andrus in full as it was given me, as I think it best represents his heart and soul in putting this together. I hope you enjoy getting to know him as much as I did. Greg Plante

## PART IV

We left off with W. Lee Andrus aboard the USS Virginia and leaving the Lingayen Gulf, 10Feb '45.



W. LEE ANDRUS FCO/3c  
February 1943

We had just arrived 16 February at Ulithi Atoll in the North Caroline Islands for a respite from the Lingayen Gulf, 6 weeks suicide plane nightmare. Upon arriving, we received orders from CINPAC to proceed to Iwo Jima at best speed. The whole ships company worked without ceasing to refuel, resupply, and re-arm. We hurried north before dawn, exhausted, for Iwo Jima.

Now there was a small Islet there at Ulithi named Mog Mog that we had visited and enjoyed 31Oct44 on our way from Leyte to Espiritu Santo for repairs. It was teeming with palm trees and nothing else. The ship commanders would send their crews ashore in sections just to get their feet on terra firma for a few hours. Each sailor was offered two beers. One could drink his beers or auction them off, one or both. Few beers changed hands and those that did brought high prices. Mog Mog was ankle deep in empties, and if you *must* know, I consumed my two beers with alacrity.

Battleship West Virginia sailors tasted Mog Mog beer nevermore, nor was there any respite.

We arrived at Iwo Jima 19 February 1945 (D-Day) just as the Marines were approaching the landing beaches in the Landing Crafts. We entered the enemy's tent and lumbered our main and secondary batteries upon

his Mt. Suribachi. We were there to help six other battleships with the bombardment, air cover, and call fire.

Seven battleships, 4 heavy cruisers and one light cruiser's rounds pulverized Iwo jima from our main and secondary batteries. Waves of fighter planes strafed the landing beaches with their 50 cal machine guns, and laid enormous conflagrations of rockets and napalm upon the landing beaches (words cannot describe the napalm). A swarm of Landing Craft Infantry Rockets swished thousands of 4.5in rockets onto the island. It was an incredible spectacle! The violence was inconceivable! By the end of D-day we had put nearly 40,000 rounds of large caliber shells upon Iwo Jima. It was the most intense Naval bombardment ever. Our combined forces really toasted Iwo Jima.

Japanese General Tadamichi Kuriyashi, commanding the the Iwo Jima defending forces reported at the height of the battle, "I am not afraid of the fighting power of only three American Marine Divisions if there is no bombardment from aircraft and warships. This is the only reason why we have to face such miserable situations." The month's long pounding from bombers and warships that preceded the assault had forced him to dig in some 30 feet below the surface for all of his staff and forces. Tadamichi had turned Iwo Jima into an impregnable fortress. A Marine Corps Chaplain distributed a prayer card to each of his marines as they left the troops ship. It read: "Oh Lord, Thou knowest how busy I must be this day. If I forget Thee, do not Thou forget me." It was a quote from Sir Jacob Astley at the battle of Edgehill, in 1642. It was still a befitting plea for these Marines 3 centuries later. Their God would soon gather a great many of them to His bosom.

We director folks scanned Iwo Jima's 8 square miles of turf for counter battery fire and for targets of opportunity. The horrible carnage on the Iwo jima beaches was an unforgettable, grievous, and heart wrenching aeldama (field of blood). There were more than 2,600 dead and wounded strewn upon the beaches by nightfall on D-day. Numerous friend and foe alike were blown to pieces. No one should ever have to see such a thing. I sob even yet when I ponder on it, for we Mark #37 Gun Director men had been eyewitness to it. The rangefinder's 24 power 12 inch objective lens put us right up there amongst the Marines. But all of us afloat, and many of those ashore, were able to see old glory fluttering proudly from the crest of Mount Suribachi 23Feb45. It was indeed inspiring.

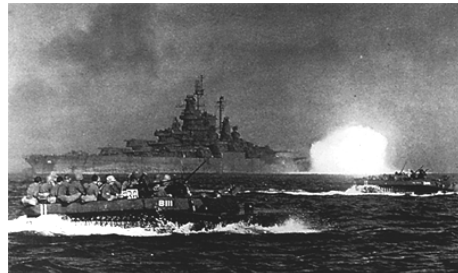
On 21Feb45, a suicide plane crashed our Escort Carrier, USS Bismark Sea (CVE95) close by, and she sank. Three warships were crashed by suicide planes, 18 were hit by shore fire, including Battleship West Virginia, and one was hit by Naval gunfire; two were bombed. Admiral Sruance's Task force 58 lost over 600 men, with 1400 wounded, and the Marines on Iwo Jima lost 5931 men with 19,920 wounded. More than half of the 27 Congressional Medals of Honor were awarded posthumously. How could it get any worse? It *would* get worse; much worse.



## OKINAWA

We left Iwo Jima 04Mar45 and went down to Ulithi to replenish our fuel, our house keeping supplies, and our ordinance. We left for Okinawa 25 March to support the landings, where there would be abject terror and massive slaughter for everyone there, friend, foe, and civilian alike.

We arrived Okinawa 27Mar45. D-Day would be April Fool's Day. The suicide pilots came to us by the thousands in a continuing stream of fiery death and awful destruction. There was hardly a moment when one could know if they would be alive the next moment. It was continual imminent peril in an interminable frenzy of suicide planes. The horrible Iwo Jima slaughter was far exceeded by the inconceivable savagery, ferocity, viciousness and heinous brutality that was Okinawa. At 1930 that day, 4 suicide planes came at us at once. We in Sky#1 killed the first on our starboard bow at about 3000 yards. My director officer then slewed us on to one diving at us at a steep angle. When he came into my rangefinder's view he was so close that a section of one of his wings filled my view completely. Milliseconds later, he crashed not 20 feet from my battle station into one of our 20mm gun-mount groups. His 250lb bomb broke apart and failed to explode. Had it, I and many of my fellow shipmates would have gone to the Happy



Hunting Ground. My Lord kept me from harm. But 4 of my West Virginia shipmates were killed, and 29 were injured. The third plane crashed into USS Alpine (APA92) on our starboard quarter killing 16 men and wounding 29. The 4th crashed into USS Adams, (DM27) on our port quarter with no one hurt.

Each suicide plane attack took a greater and greater toll on our nerves in the Mark#37 gun directors. We tracked all that came within the scope of our optics and radar. We fired our 5inch rifles whenever it was prudent to do so. It wasn't so much the fear of dying (one becomes inured to and accepts it) but the responsibility to do well. When we failed to splash a suicide plane, our shipmates were killed or wounded. Often a great many. A heavy burden for mere eighteen year old lads to bear. We were no longer teenaged children but seasoned killers. By this point we were hardly speaking to each other; our spare time spent in grim silence as we neared the end of our endurance. How long can one abide continual imminent peril, mayhem, and yes, remorse?

To illustrate this, I remember on 12April @ 1446 we in Sky #1 were firing at an oncoming suicide plane approaching on our starboard bow. We was not

more than 200 feet above the water and coming straight at us on West Virginia. He kept coming through our exploding rounds and those of others. He was nearly obscured by all of the flack yet came on like a banshee. I could see that our rounds were exploding at the target instead of in front of him. With only a few seconds to impact, I spotted 200 yards into y rangefinder to get the rounds to explode a bit earlier. Flaming death and destruction hung in the balance, and only I could make the decision. The onus was mine. Was it too much? Too little? Even needed? My God, what have I done? In 5 seconds he was no more. Phew. We had fired 137 five-inch rounds. I felt inept, numb, stunned, and knew that I should not be doing this thing much longer. I had come to know terror! I did not tell my director officer because I could see that he was as distraught as I. I told no one, for surely I was not alone in this distress (cowardice?). Staying alive had become nearly impossible.

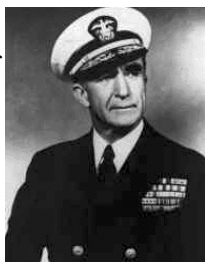
The enemy soldiers fought to the death. When facing defeat, the Japanese formed bonsai charges so as to die in battle rather than suffer the shame of surrender, or they simply killed themselves. 109,600 Japanese soldiers perished. Thousands of suicide pilots died. The Okinawa civilian men fought to the death. Some of the women and children would surrender and then blow themselves up among our troops, killing as many as they could. More than 120,000 of the more than 800,000 Okinawa civilians were killed, exceeding all of those killed by the two atom bombs combined.

I found myself reclining in the forecastle deck under the number two 16in gun turret weeping. It was from the tedium, the despair, the continuous human slaughter, the haunting ghosts... legions of ghosts. It was because of all of this and more that I wept. I was nearing the end of my endurance. We all were.

We air defense folks in USS West Virginia had fired our weapons on 60 occasions at suicide planes, splashing 20 since it all started there in Leyte Gulf. One in Buckner Bay Okinawa comes to mind. A Jap "jake" emerged from behind the Chinen Peninsula, and we in Sky#1 had him in our optics, but he came so fast he was inside our 5in gun minimum range before we could fire. I rose up through the hatch above me to witness the impending carnage. The 40mms and 20mms devastating fire rendered him asunder just as impact was imminent. When the 20mms opened up at 1,200 yds he was less than 6 seconds from impact. He splashed less than 100' and 1/2 second from crashing into our starboard side. Debris jarred against our hull, and pieces of the Jake landed on our quarterdeck. One wing sailed over the ship.

Quelling my pounding heart and swallowing the lump in my throat I asked my computer man via the sound powered phones what the target speed was. He replied that it was in the upper stops (the computer's target speed stop was 400kts). No bombs exploded, but phew... it was becoming more and more difficult to stay alive.

Our Rear Admiral, Morton Deyo, must have been made aware of our arduous state. He sent Battleship West Virginia to Leyte Gulf for a breather even though he surely knew that our guns were desperately needed there at Okinawa. We left



Okinawa 01Jul45. Our rest at Leyte Gulf was hampered by the dysentery for much of our stay. We lived on Paregoric and some cases degenerated into cholera and were transferred to hospital ships.

199 suicide planes crashed 170 of our ships while we were in the enemy's tent. Nine of our Bombardment and Covering ships were bombed, 3 strafed, one hit by friendly fire, 6 hit mines, 2 were torpedoed, 6 hit by suicide boats, 3 by shore fire and three crashed by Baca Bombs. The tally was 35 of our ships sunk, and 66 others so badly damaged as to be scrapped or out for the duration. More than 6,000 of my fellow Navy shipmates were killed by the enemy and did not make it "home alive in '45" (most were burned to death) and even more than that were wounded.

The ghastly Okinawa battle raged for 143 days; nearly 5 months! The Navy rained down all it's might continually, day and night, week after week, month after month. We emptied our magazine over and over again. West Virginia was there 109 of those days, splashing 9 out of 10 suicide planes.

It was not over yet. We received our bombardment assignments for the invasion of the Japanese mainland in November. Surely it would be our death sentences. But on 16 August 1945, Japan sued for peace. The atom bombs and firebombs had done their work (surely the firebombs were the coup de grace).

General Curtis E LeMay had begun low altitude fire bombing of the Japanese population. On 09Mar45 344 b29's firebombed Tokyo, killing some 90,000 civilians. Hisb29's had burned 66 more of the major Japanese cities, killing over 700,000 and wounding over 1 million. It would have required more than 14 Hiroshima bombs to accomplish that. He said "I'll tell you what war is about. You've got to kill people, and when you've killed enough of them, they stop fighting." They stopped. Of such are great generals made. He had surely saved countless allied lives. Likely my own. He surely knew that the war must end before the November assault, but I would *not* like to walk in *his* moccasins.

After listening to his ministers expound on why surrender was not necessary, the Japanese Emperor stated "Continuing the war will merely result in more destruction. The whole nation will be reduced to ashes. It is the Imperial desire that his ministers of state prepare an Imperial rescript broadcasting this decision directly to the people." ***This awful thing had ended!*** It was reward enough! I have not the eloquence to relate our joy!

## IT WAS DONE

Battleship USS West Virginia BB48 entered Tokyo Bay for the surrender and subsequent occupation. We left Okinawa 23 August and docked at a Yokohama pier. Several hundred of my West Virginia shipmates were selected as occupation forces, armed, and sent ashore, to occupy strategic facilities. There was trepidation by all, for no one knew what the Japanese would do. Some of us managed a liberty party in Yokohama, supervised by and armed officer. There were some reinforced concrete buildings in the harbor area still standing. Here and there were rusty safes standing like scarecrows scattered throughout

the city where neighborhood shops had been. There were no people. None. No residential buildings. Nothing but little remained of Yokohama. It had been reduced to ashes and ceased to exist. It is hard to imagine what unspeakable horror was heaped upon the innocent Japanese population until their emperor took pity on them.

## CONCLUSION

36,950 United States sailors perished by enemy action in WWII. More than 11,800 by the enemy where I also was in their midst. For the 223 days of mortal combat for our battle group, the average daily kill rate was about 50 per day. Some days saw few or none killed, others it was in the 100's.

11,800 dead shipmates are hard to bear. The shame does not go away. How can it be that when so many perished, I am not among them? I wept then and I weep even now. Being a rangefinder operator in one of the 5in battery gun directors, I was a key player to much of it and an eyewitness to a great deal more.

Though other have, I never hated the enemy for trying to kill me. I knew he was doing what I was doing; fighting for his country. I pitied him, for we met him with overwhelming power and killed him. Perhaps he got the better of the deal, not having to live with that which he had done.

Was this thing evil? Was the Evil One in our midst? Had I become unmerciful? Some will surely have to pay, but I *know* that my god will one day lift this burden from me. How long, O' Lord? How long?

Two years of correspondence between Vada and me, and when the war was over and I was separated from the US Navy 24 Dec 1945 (with 37 1/2 points); I drove from Los Angeles, California to Bremerton, Washington. Superior Court Judge Edmund Seaford performed the marriage ceremony 19 April 1946 at nine o'clock in the morning there at Kitsap County Seat in Port Orchard, Washington. We bid Vada's family goodbye and drove to Eugene, Oregon where we checked into the Oak Leaf Motel and where we were married to each other. We are married even yet, more than 63 years later. We then continued south to Los Angeles, California down old highway 99, we proceeded to raise three children: Caren Lee, Susan Lynn, and Steven Leslie.

When asked "why do you combat veterans not talk about the war until you are old men?" I reply, "Shame... remorse... guilt." Some say "Why don't you just forget about it, put it behind you and let it go?" To that I reply, "I don't want to forget about it. I don't want you to forget about it." "I don't want anyone to forget about it." "I will not forget all of those out there asleep in the deep." "They don't deserve to be forgotten." "Don't YOU ever forget them!" It was they who preserved your liberty, not the legislature nor the president. It was they, not the judiciary nor the press. It was they, not the artist or author. It was they that offered up their lives and paid the ultimate price for your freedom. "Grant them eternal rest, O' Lord, if it be your will."

*This concludes this series of articles copied from the annals of memories by W. Lee Andrus. I hope you've enjoyed these recollections as much as I have. If you've enjoyed them and would like to tell him so, I recommend you write him a letter. His address is as follows:*  
*W. Lee Andrus,*  
*5635 Hole In One Drive,*  
*Prescott, AZ*  
*86301*



*Got this in my e-mail inbox this week. Maybe there are some out there who can help this young lady with her goal? Let's hope so. Greg*

Greg,

Hello and Happy Holidays.

This is Pamela, Howard's youngest daughter sending this email. Howard is doing Great and sends his love. After the holidays we will be working on Howard to get back onto email and linked up with all his friends.

The reason for this email is I would like to ask you for a favor, As you may know his 90th birthday is coming up. I am trying to gather up as many photos of my father that I can to make a nice slide show video. Sad to say I do not have many at all. I was hoping to get some nice photos of him ship reunions or just visiting with friends. If you could help out it would be greatly appreciated. If you know of someone that may have photos feel free to forward their contact info so I may ask them as well.

Feel free to email or mail them to me. Thank you so much. I will start to check Dads email often and make sure he gets any messages you send.

Thanks for your help.

Pamela  
33569 Nandina Lane  
Murrieta, CA 92563  
[pjgal@email.com](mailto:pjgal@email.com)



*Submitted by shipmate Bob DiMonte.*

WASHINGTON (NNS) -- Master Chief Petty Officer of the Navy (MCPON)(SS/SW) Rick D. West, along with Secretary of the Navy (SECNAV) Ray Mabus recognized actor/comedian and former Sailor, Bill Cosby, as an honorary chief petty officer in a ceremony held at the U.S. Navy Memorial and Naval Heritage Center Feb. 17.

Cosby began his relationship with the Navy in 1956 when he joined as a hospital corpsman and attended recruit training at Naval Training Center Bainbridge, Md.

During his four-year tour, he was stationed at Marine Corps Base Quantico, National Naval Medical Center Bethesda, Naval Hospital Argentia, Newfoundland, USS Fort Mandan (LSD 21), and Philadelphia Naval Hospital.

During his time at Quantico and Bethesda, Cosby worked in Physical Therapy helping to rehabilitate Korean War veterans, a duty he liked and excelled at.

He was also an athlete for the Navy playing football, basketball, baseball, and running track and field.

Cosby said that the Navy transformed him from an aimless, uneducated kid into a man with drive, discipline and self-respect.

"Bill Cosby is not just a comedian and an actor, although he's pretty good at both, he's also been a tireless advocate for social responsibility and education – and a constant friend to the Navy," said Mabus. "Last year was the highest compliment I've ever received – being made an honorary chief petty officer, and now Dr. Cosby – you're about to get the same honor."

MCPON and SECNAV placed the Chief anchors on Cosby in front of a huge gathering of Chief Petty Officers and Sailors. MCPON helped Cosby don a Chief Hospital Corpsman service dress blue jacket and SECNAV presented Cosby with a Chief's cover.

"I will tell to you like I tell

all of our new chiefs ... when I pin these anchors on you, your job isn't over and your journey is just beginning," said West. "There is no greater honor than having earned the title "Chief" and the responsibility to our Sailors and our Navy that comes with it and we will expect more of you."

"Thank you all," said Cosby. "The years I spent in the Navy and so many moments remembering that the Navy gave me a wake-up call. The Navy showed me obedience and that's the thing that pushed me to realize the mistakes I had made in my young life at 19-years-old and that I could do something with myself and become somebody."

Cosby was honorably discharged in 1960 as a Hospital Corpsman 3rd Class. His awards included Navy Good Conduct Medal and National Defense Service Medal. He also received the 2010 Lone Sailor Award from the U.S. Navy Memorial.

Greg,

You have done an excellent job putting out the Sunrise!

When I was on the Lex (1955-56) I sometimes helped the yoemen who put out the Sunrise then out by hooking up one of those old clunky teletypes up in Radio One to UPI or AP and printing off some stateside news items. I still remember the look on their faces when I would hand them a large wad of yellow teletype of news. It was overkill.

If I had a little time I would write a news summery for them. I was an ET..but before going in I was known (sort of) to be a fair writer of stories. I still stay in touch with my shipmates in OE division from that time. They were an absolutely outstanding group of young men. When I got out of the Navy in 1958 I went to OU in Norman and took a degree in Pharmacy but continued to write a little stuff for a local weekly after I bought my own pharmacy in a small town called Allen.

I still write a weekly article about just about whatever I deem to interest me at the time which goes into the Allen Advocate. Also, 2 other papers owned by this publisher carry the stories too. I sold the drug store and retired but still write what is usually considered mostly humor (by me). Sometimes I write something about my Navy days. In doing so I try to remind my readers that my stories are--at least 80% true...and about 20% parable.

Keep up the good work.

*Wayne Bullard*

601 E Lee Street

Allen, OK 74825-0517

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*Submitted via e-mail by shipmate William Stimmell for your enjoyment.*

Tour boats ferry people out to the USS Arizona Memorial in Hawaii every thirty minutes. We just missed a ferry and had to wait thirty minutes. I went into a small gift shop to kill time. In the gift shop, I purchased a small book entitled, "Reflections on Pearl Harbor" by Admiral Chester Nimitz.

Sunday, December 7th, 1941--Admiral Chester Nimitz was attending a concert in Washington D.C. He was paged and told there was a phone call for him. When he answered the phone, it was President Franklin Delano Roosevelt on the phone. He told Admiral Nimitz that he (Nimitz) would now be the Commander of the Pacific Fleet.

Admiral Nimitz flew to Hawaii to assume command of the Pacific Fleet. He landed at Pearl Harbor on Christmas Eve, 1941. There was such a spirit of despair, dejection and defeat--you would have thought the Japanese had already won the war. On Christmas Day, 1941, Adm. Nimitz was given a boat tour of the destruction wrought on Pearl Harbor by the Japanese. Big sunken battleships and navy vessels cluttered the waters every where you looked.

As the tour boat returned to dock, the young helmsman of the boat asked, "Well Admiral, what do you think after seeing all this destruction?" Admiral Nimitz's reply shocked everyone within the sound of his voice. Admiral Nimitz said, "The Japanese made three of the biggest mistakes an attack force could ever make, or God was taking care of America. Which do you think it was?"

Shocked and surprised, the young helmsman asked, "What do mean by saying the Japanese made the three biggest mistakes an attack force ever made?"

Nimitz explained:

Mistake number one: The Japanese attacked on Sunday morning. Nine out of every ten crewmen of those ships were ashore on leave. If those same ships had been lured to sea and been sunk--we would have lost 38,000 men instead of 3,800.

Mistake number two: When the Japanese saw all those battleships lined in a row, they got so carried away sinking those battleships, they never once bombed our dry docks opposite those ships. If they had destroyed our dry docks, we would have had to tow every one of those ships to America to be repaired. As it is now, the ships are in shallow water and can be raised. One tug can pull them over to the dry docks, and we can have them repaired and at sea by the time we could have towed them to America. And I already have crews ashore anxious to man those ships.

Mistake number three: Every drop of fuel in the Pacific theater of war is in top of the ground storage tanks five miles away over that hill. One attack plane could have strafed those tanks and destroyed our fuel supply. That's why I say the Japanese made three of the biggest mistakes an attack force could make or God was taking care of America.

I've never forgotten what I read in that little book. It is still an inspiration as I reflect upon it. In jest, I might suggest that because Admiral Nimitz was a Texan, born and raised in Fredericksburg, Texas --he was a born optimist. But anyway you look at it--Admiral Nimitz was able to see a silver lining in a situation and circumstance where everyone else saw only despair and defeatism.

President Roosevelt had chosen the right man for the right job. We desperately needed a leader that could see silver linings in the midst of the clouds of dejection, despair and defeat. There is a reason that our national motto is, IN GOD WE TRUST .

## 2011 Las Vegas Reunion Attendees

Roger	Bacon	On Board 1971	Phillipsburg, NJ
James	Barnes	On Board 1959	Fountain Inn, SC
Madeline	Barnes	Wife	Fountain Inn, SC
Gerald	Berg	On Board 1977-1980	Gulf Breeze, FL
Donna	Berg	Wife	Gulf Breeze, FL
Edwin	Clawson	On Board 1958-1960	Lakewood, OH
Annette	Clawson	Wife	Lakewood, OH
Shirley	Canty	Sister-In-Law	Lakewood, OH
Keith	Connealy	On Board 1970-1971	Pensacola, FL
Linda	Connealy	Wife	Pensacola, FL
John	Cuellar	On Board 1956-1959	Seguin, TX
Frances	Cuellar	Wife	Seguin, TX
John	Delaney	On Board 1962-1964	Minden, NV
Marjorie	Delaney	Wife	Minden, NV
Bob	DiMonte	On Board 1972-1974;1977-1979	Pensacola, FL
Tom	Doss	On Board 1958-1961	Chula Vista, CA
Adolphe	Dugas	On Board 1943-1946	Webster, MA
Emily	Dugas	Wife	Webster, MA
Darrell	Edwards	On Board 1955-1958	San Diego, CA
Paula	Edwards	Wife	San Diego, CA
Lloyd	Friedli	On Board 1955-1957	Lexington, IL
Mary	Friedli	Wife	Lexington, IL
Becky	Truax	Daughter	Fountain Hills, AZ
Michael	Truax	Son-in-Law	Fountain Hills, AZ
Daisy	Hadley	On Board 1980-1983	Temple Hills, MD
Jerry	Hinson	On Board 1957-1960	Huntersville, NC
Annette	Hinson	Wife	Huntersville, NC
Raymond	Kolar	On Board 1958-1961	Jefferson Hills, PA
Mary Ann	Kolar	Wife	Jefferson Hills, PA

Don	Kremer	On Board 1956-1957	Simi Valley, CA
Shirley	Kremer	Wife	Simi Valley, CA
Richard	Lucero	On Board 1961-1964	Riverside, CA
Elvia	Lucero	Wife	Riverside, CA
Robert	Nieman	On Board 1942-1945	Lake Placid, FL
Bettie	Nieman	Wife	Lake Placid, FL
Scott	Redding	On Board 1969-1973	Littleton, CO
Missy	Redding	Wife	Littleton, CO
Bruce	Roberts	On Board 1959-1961	Quincy, IL
Judy	Roberts	Wife	Quincy, IL
Bill	Royer	On Board 1944-1946	Akron, PA
Helen	Royer	Wife	Akron, PA
Charles (Tony)	Sayre	On Board 1956	Deming, NM
Michael	Sayre	Son	Deming, NM
Jerry	Spilloway	On Board 1955-1957	Lodi, CA
Arlene	Spilloway	Wife	Lodi, CA
Art	Streitz	On Board 1943-1945	Lacrosse, WI
Bev	Davy	Guest	Lacrosse, WI
Archie	Via	On Board 1960-1961	Indio, CA
Joyce	Ward	On Board 1980	Raleigh, NC
Jerry	Warner	On Board 1957-1958	Yucaipa, CA
James	Wass	On Board 1943-1945	Philadelphia, PA
Joel	Wass	Son	Philadelphia, PA
Angie	Wass	Daughter-In-Law	Philadelphia, PA
Marcelle	Wheatley	Wife	Louisville, KY
Ron	Wheatley	Son	Louisville, KY
Carolyn	Wheatley	Daughter-In-Law	Louisville, KY
Ken	Williard	On Board 1955-1956	Brooke, VA
Mary	Williard	Wife	Brooke, VA
Philip	Yeutter	On Board 1960-1961	Alexandria, MN
Joe	Zikewich	On Board 1943	Lake Orion, MI
Bill	Zikewich	Son	Lake Orion, MI
Linda	Zikewich	Daughter-In-Law	Lake Orion, MI

**MINUTES OF THE SHIPMATES MEETING-SEPTEMBER 21, 2011**  
**LAS VEGAS, NEVADA**

Meeting called to order by Vice President Bob DiMonte at 9:00 am.

Bob welcomed everyone and asked Bill Royer to give the invocation. We then said the Pledge of Allegiance.

Bob explained that Allen Zellers, President could not be present because of health reasons and Lance Wagner, Treasurer could not be present because of business requirements. Bob then recognized the WW II veterans who stood and received a round of applause. He then recognized Past President Scott Redding and he was applauded.

Our host for this reunion, Jerry Warner was recognized and thanked for planning it and he was applauded.

New attendees were asked to stand and identify themselves. Eight attendees (8) did so.

Lloyd Friedli then presented the minutes of the 2010 meeting from the reunion in Rapid City. The minutes were approved as read.

Bob gave the treasurers report outlining the financial status of the Association. It was moved and seconded that the treasurer's report be accepted. Motion Carried.

**OLD BUSINESS:**

Rapid City reunion report was given by Lloyd Friedli.

The addition of an Association Chaplain was concluded by asking Bill Royer to become our Chaplain. Bill accepted that appointment and we thank him for doing so.

**NEW BUSINESS:**

2012 Reunion, Branson MO – Bill Kennedy will host the reunion; Bill could not be here because of personal commitments. Lloyd Friedli outlined the plans for Branson and indicated Bill has a great reunion planned. An organization named Gathering Plus has been retained to assist us with the reunion; a single page information sheet was included in your registration packets for this reunion. Additional information will be included in the April 2012 Sunrise Press.

2011 Scholarship – Bob indicated the recipient for this year's \$1,000 scholarship is Morgan Spiering from Danville IN. It was moved and seconded to accept Morgan as the recipient. Motion Carried.

Donations – Those discussed by the Executive Board were presented and then the subject was opened for discussion from the floor. It was moved and seconded to give \$100 to the U.S. Navy Memorial in Washington DC. Discussion was held concerning the Pea Coat Memorial in Lake Orion MI and Joe Zikewich said that portion of their memorial was complete and he thanked the Association for our support, both financially and emotionally over the years. (A picture of the memorial was passed around.) A \$100 donation to the Lexington MA Lions Club for maintenance of the plaques there was discussed. It was moved and seconded that we ask treasurer Lance Wagner to contact Roland King to discuss the need and authorized him to donate \$100 on behalf of the Association if the need exists.

Nominating Committee – 2012 is an election of officer's year; Bill Royer agreed to Chair the Nominating Committee and will develop a slate of officers to present at next years meeting.

2013 Reunion Proposals – The Executive Board recommends Boston/Quincy MA as the location for the 2013 Reunion. Proposals from the floor were requested; after discussion it was moved and seconded the 2013 Association Reunion be held in the Boston MA area. Motion Carried and Bob DiMonte will move forward with planning for it.

**Good of the Association Items**

Bob indicated that the tour to Lake Mead, etc. at this reunion was very good.

Membership, i.e. ways to increase membership in the Association was discussed at length. Bob recommended that the Museum on the Bay at the ship be asked to have a poster on the hangar deck to explain about the Association and a brochure be included so that crewmembers who go on board can become aware of the Association. It was moved and seconded that we allocate \$500 in expense money to a small delegation to go to Corpus Christi to discuss this plus other items with the Museum. Lloyd Friedli volunteered to head up such a delegation and report back to the Association at the 2012 reunion. Motion Carried.

Family Support – Bob thanked family members for their support of shipmates and the Association and noted that family members are now invited, in a non-voting capacity to attend the Shipmate Meeting.

Memorial; Bell Ringing Ceremony – Chaplain Bill Royer read the names of the deceased shipmates we were notified of since our last meeting. There were 22 names on the list. Ken Williard assisted him at the bell ringing. After which Taps was played.

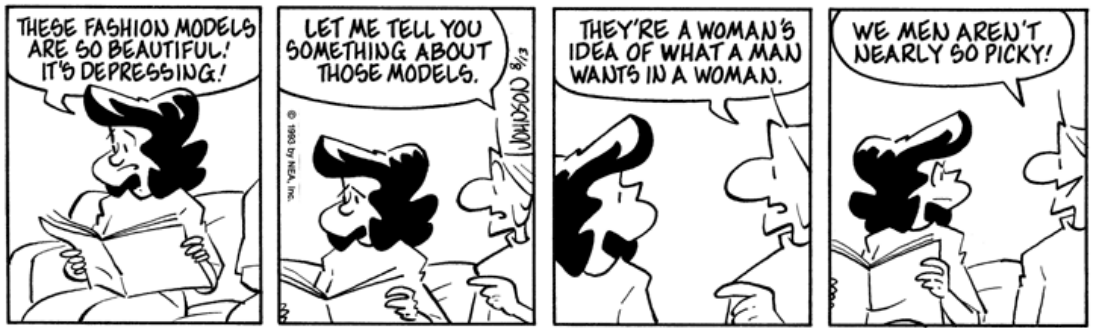
Bob thanked everyone for coming and reminded us of the banquet at 6:00 pm tonight.

Meeting adjourned at 10:05 am.



# Arlo and Janis

BY: Jimmy Johnson



I strongly encourage you to go this artist's website. He has graciously allowed me to place his work in our newsletter at no cost to us. It is: <http://arloandjanis.com/>



## **WISDOM FROM TRAINING MANUALS**

'If the enemy is in range, so are you.'

-Infantry Journal-

'It is generally inadvisable to eject directly over the area you just bombed.'

- US.Air Force Manual -

'Whoever said the pen is mightier than the sword obviously never encountered automatic weapons.'

- General Douglas MacArthur -

'Tracers work both ways.'

- Army Ordnance Manual-

'Five second fuses last about three seconds.'

- Infantry Journal -

'Any ship can be a minesweeper. Once.'

- Naval Ops Manual -

'If you see a bomb technician running, try to keep up to him.'

- Infantry Journal-

'The only time you have too much fuel is when you're on fire.'

-Unknown Author-

'If the wings are traveling faster than the fuselage it has to be a helicopter – and therefore, unsafe.'

- Fixed Wing Pilot-

'When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.'

-Multi-Engine Training Manual-

'Without ammunition, the Air Force is just an expensive flying club.'

-Unknown Author-

'Never trade luck for skill.'

-Author Unknown-

'Airspeed, Altitude and Brains. Two are always needed to successfully complete the flight.'

-Basic Flight Training Manual-

'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.'

- Emergency Checklist-

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.'

- Lead-in Fighter Training Manual -

*Submitted by shipmate Carlton Johnson*

The story of the fabled Quonset hut, named after a Navy base that was constructed in Rhode Island in the early 1940s, is an interesting one detailed on the Rhode Island Seabee Museum and Memorial Park's Web site ( [www.seabeesmuseum.com](http://www.seabeesmuseum.com) ) and repeated in part here for readers and military history buffs.

Even before the formation of the Seabees in 1942, the U.S. military leadership was aware that war was imminent. To fight that war they would need a way to quickly house people and protect materiel at far-flung military bases. The buildings needed to be inexpensive, lightweight and portable so they could be shipped anywhere and put up quickly using hand tools.

The British had developed a light, prefabricated structure called a Nissen hut ( <http://www.nissens.co.uk/> ) during World War I, but the military brass considered its design inadequate for their needs in the 1940s.

At this time at Quonset Point in Rhode Island, a new Navy base was nearing completion. Two construction companies, George A. Fuller and Co. and Merritt-Chapman, had been hired to build the base. In March 1941, the Fuller Company was asked to design and produce a hut to U.S. military specification and to do it within two months.

Fuller designers adapted the British Nissen hut design using corrugated steel and semicircular, steel-arched ribs. The Anderson Sheet Metal Co. of Providence solved the technical problem of bending the corrugated sheets into a usable form that were then attached with nuts and bolts. The two ends were cov-

ered with plywood, which had doors and windows. Major improvements over the Nissen hut were an interior Masonite, or pressed-wood, lining, insulation and a one-inch tongue-in-groove plywood floor on a raised metal framework.

A production facility was quickly set up by Fuller in West Davisville, not far from the Davisville Naval Base. But what would the new structure be called? Since the area was known as Quonset Point, the new design was called a Quonset hut.

The first hut was produced within 60 days of the contract award. Production began while the design was still being perfected.

The first design was semicircular, 16 feet wide by 36 feet long, and constructed of heavy one-inch-thick T-shaped steel and angle iron arches and covered in corrugated metal. Known as the T-rib hut, it took only a crew of eight one day to erect it. The Seabee Museum and Memorial Park has the parts for a T-rib hut and plans to restore and display the original design, along with many other Quonset hut examples that can be seen at the Seabee park in Davisville.

In June 1941, the Navy sent its first shipment of Quonset huts overseas. There was concern that since the curved line of the sidewalls began at the floor, there was a loss of effective width of the hut. A second version, the Quonset redesigned hut, was the same size but included a 4-foot-high vertical sidewall or knee wall.

Many design improvements were made over the next few years, especially with the development of lightweight stran-steel that replaced the heav-

ier T-rib units. Anyone who could hammer a nail could set it up. A crew of just six experienced men could build a hut in a single day.

As finally developed, the Quonset hut required less shipping space than did tents with wood floors and frames, when equal numbers of men were to be accommodated. The flexible open interior space of a Quonset hut allowed it to be used for hundreds of applications including barracks, offices, medical and dental offices, isolation wards, bakeries, chapels, theaters or latrines.

As the necessity arose for adapting the huts to a new use, the details were worked out and checked by actually erecting units at the Davisville base. In all, 86 approved interior layout plans were prepared right here in Little Rhody.

When World War II ended, Quonset huts were too good a resource to throw away. The military sold them to civilians for about \$1,000 each. They made serviceable single-family houses for returning veterans and universities made them into student housing.

Many huts are still standing throughout the United States, primarily as commercial buildings and warehouses. A drive today through Quonset Park proves this point.

To learn more about Quonset huts, read "Quonset Huts, Metal Living for a Modern Age" by Julie Decker and Chris Chiei, published by The Anchorage, Alaska, Museum of History and Art. Also, visit the Seabee Museum's Web site at [http://www.seabeesmuseum.com/Quonset\\_Huts.html](http://www.seabeesmuseum.com/Quonset_Huts.html) or plan a visit there.



Shared By: Shipmate  
Bill Ward.



*This word search has assorted words taken from this month's edition of the Sunrise Press.*

**GOOD LUCK !!**

M	O	B	M	P	H	C	M	D	T	W	N	A	T	U	K	A	N
L	V	R	R	N	T	P	A	C	I	F	I	C	G	L	O	R	Y
I	A	I	I	E	O	E	S	N	D	N	O	M	Y	A	R	U	T
U	D	S	G	H	M	L	T	N	I	S	L	L	E	E	I	S	N
E	H	G	V	E	S	E	E	G	N	E	L	L	I	K	S	S	E
C	U	D	K	E	R	A	R	A	N	L	E	L	C	E	U	E	D
N	E	A	T	C	G	I	M	T	T	R	A	U	A	D	K	L	R
A	L	Y	E	O	V	A	A	A	O	H	D	A	N	H	N	L	A
V	E	P	K	T	A	R	S	S	Y	N	E	F	N	O	I	A	E
L	T	C	S	C	F	B	O	I	L	E	R	R	O	O	M	A	R
O	D	E	C	H	A	I	N	E	U	X	S	O	N	V	T	V	V
D	W	A	L	K	I	N	S	H	A	W	H	D	B	E	M	U	M
P	M	U	H	E	H	T	T	O	T	R	I	N	A	R	C	A	E
C	L	I	P	P	E	R	R	R	R	D	P	E	L	D	N	K	I
K	A	P	F	L	D	E	L	B	E	R	T	D	L	A	N	T	S
U	E	R	L	H	Z	P	S	I	E	L	V	L	P	M	I	M	E
T	I	S	N	E	V	I	G	A	I	O	L	O	N	N	T	A	P
B	E	E	C	A	R	D	I	A	K	N	I	K	M	R	D	L	A

Akutan  
Cantrell  
Givens  
Killen  
Las Vegas  
Master Masons  
Pacific Glory  
Rearden  
Walkinshaw

Boiler Room  
Clipper  
Hoover Dam  
Kinkaid  
Leadership  
Minkus  
Pan Am  
Russell  
West Virginia

Bremerton  
Dechaineux  
Intercept  
Koga  
Leatherneck  
Nugget  
Pride  
The Hump  
Yamashiro

Cannonball  
Delbert  
Intrepid  
Lake Mead  
Leyte  
Oldendorf  
Raymond  
Vance  
Zero

## Bumper-Stickers Seen On Military Bases:

"When in Doubt, Empty The Magazine"

"Marine Sniper - You can run, but you'll just die tired!"

"Machine Gunners - Accuracy By Volume"

"Except For Ending Slavery, Fascism, Nazism and Communism, WAR has Never Solved Anything."

" U.S. Marines - Certified Counselors to the 72 Virgins Dating Club."

" U.S. Air Force - Travel Agents To Allah"

"Stop Global Whining"

"Naval Corollary: Dead Men Don't Testify"

"The Marine Corps - When It Absolutely, Positively Has To Be Destroyed Overnight"

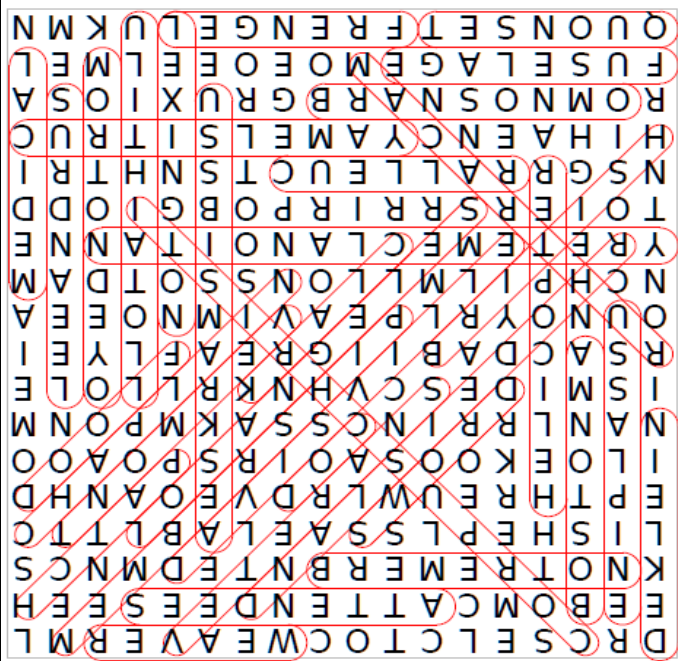
"Death Smiles At Everyone - Marines Smile Back"

"What Do I Feel When I Kill A Terrorist? A Little Recoil"

"Marines - Providing Enemies of America an Opportunity To Die For their Country Since 1775"

"Life, Liberty and the Pursuit of Anyone Who Threatens It"

**Cheaters section. Okay, go ahead and tell yourself that you're just "checking your answers", but we all know better.**



"Happiness Is A Belt-Fed Weapon"

"It's God's Job to Forgive Bin Laden - It's Our Job To Arrange The Meeting"

"Artillery Brings Dignity to What Would Otherwise Be Just A Vulgar Brawl"

"One Shot, Twelve Kills - U.S. Naval Gun Fire Support "

"My Kid Fought In Iraq So Your Kid Can Party In College"

"A Dead Enemy Is A Peaceful Enemy - Blessed Be The Peacemakers"

"If You Can Read This, Thank A Teacher. If You Can Read It In English, Thank A Veteran"

"Some people spend an entire lifetime wondering if they made a difference in the world. But the U.S. MARINES don't have that problem." Ronald Reagan