

REMEMBER PEARL HARBOR

The sunken hull of the battleship "Arizona" (see cut above), its decks awash, its paint blistered by fire and its plates scarred by flying steel today lies in Pearl Harbor in mute testimony of the treacherous December 7 attack on that island fortress of the United States Navy. From that day when the Japanese dive bombers came screaming down from out of the sun on a totally unsuspecting base, America has been at war with the Men of the Rising Sun.

Pearl Harbor has already become a national pass word, a song is already lilt-ing its way across the airwaves, men in the service have taken it as their battle-cry just as the soldiers of America carried "Remember the Maine" on their lips forty-four years ago. Already the Marines, in their truly typical way, have taken up their own battle cry "Remember Wake Island." But there were Marines at Pearl Harbor, also, men who died with their fingers on the triggers of their weapons, men who stood up and fought back with their every ounce of strength at the swarming air attackers. Marines have always been "first to fight"; we were in on the start of this war and we will be there at the finish.

The Japanese air attack on Pearl Har-

bor was carefully planned. There was no swcoping down on unrelated targets. The Japs came in from the southwest over Diamond Head in six attacks.

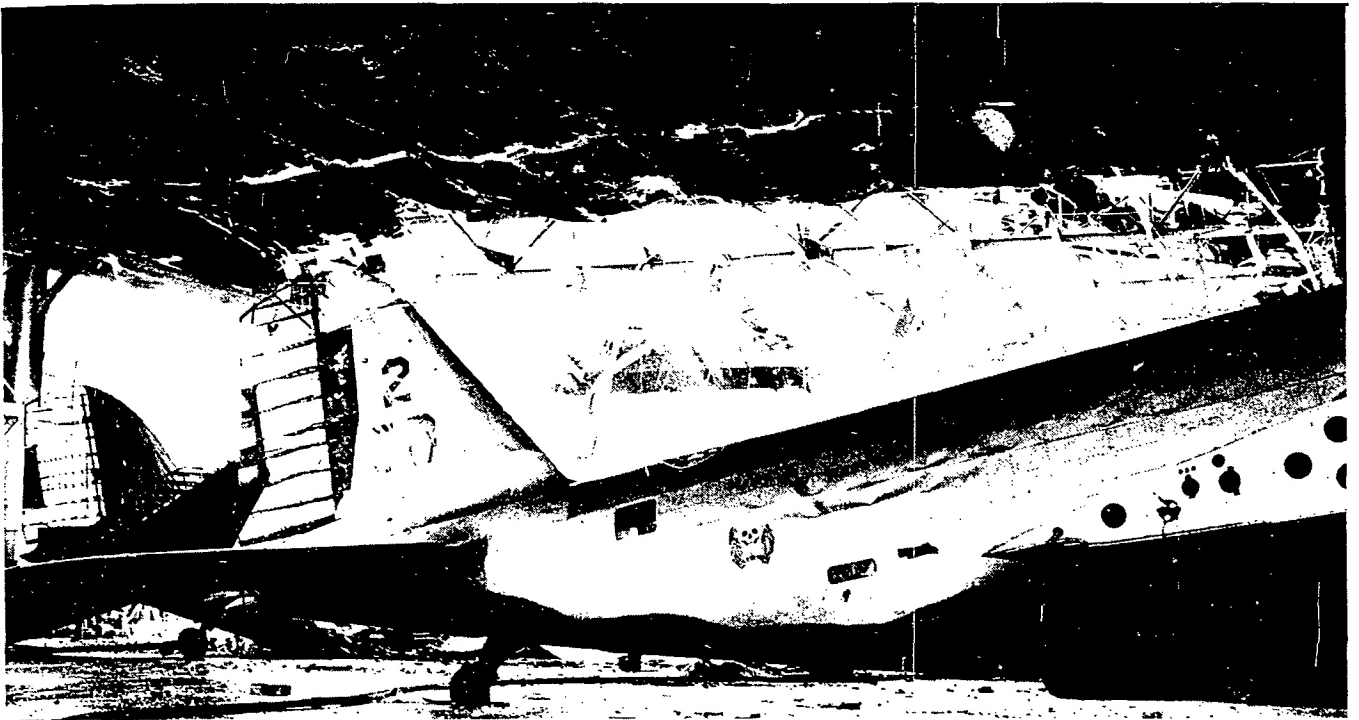
Secretary of the Navy Frank Knox gives the story of the attack as follows. Quote:

The essential fact is that the Japanese purpose was to knock out the United States before the war began. This was made apparent by the deception practiced, by the preparations which had gone on for many weeks before the attack, and the attacks themselves which were made simultaneously throughout the Pacific. In this purpose the Japanese failed.

The United States services were not on the alert against the surprise air attack on Hawaii. This fact calls for a formal investigation which will be initiated immediately by the President. Further action is, of course, dependent on the facts

Photo of the
U.S.S. "Arizona"
Courtesy U. S. Navy

All Other Photos,
U. S. Army Signal Corps,
through the Courtesy of
Bureau of
Public Relations,
U. S. Army.



CRACK ARMY BOMBERS were still in hangars which afforded excellent targets for accurate enemy bomb-sights. Jap bombardiers have good aim after ten years' target practice over China's Burma Road.

and recommendations made by this investigating board. We are all entitled to know it if (a) there was any error of judgment which contributed to the surprise, (b) if there was an dereliction of duty prior to the attack.

My investigation made clear that after the attack the defense by both services was conducted skillfully and bravely. The Navy lost:

1. The battleship "Arizona" which was destroyed by the explosion of first,

its boilers and then its forward magazine due to a bomb which was said to have literally passed down through the smoke-stack.

2. The old target ship "Utah" which has not been used as a combatant ship



MACHINE GUNNERS IMPROVISE stronger nests against low-flying, strafing Jap planes. Firemen attempt to extinguish oil fire near machine shop during the Hickam Field raid.

February, 1942



FORCE OF EXPLOSION inside barracks at Wheeler Field blew out sides of building. Concussion wrenched lockers open, strewing clothes amidst the wreckage. Sudden attack caught many men in the barracks when the first wave struck.

for many years, and which was in service as a training ship for anti-aircraft gunnery and experimental purposes.

3. Three destroyers, the "Cassin," the "Downes," and the "Shaw."

4. Mine layer "Oglala." This was a converted merchantman formerly a passenger ship on the Fall River line and converted into a mine layer during the first World War.

The Navy sustained damage to other vessels. This damage varies from ships which have been already repaired, and are ready for sea, or which have gone to sea, to a few ships which will take from a week to several months to repair.

In the last category is the older battleship "Oklahoma," which has capsized but can be righted and repaired. The entire balance of the Pacific Fleet with its aircraft carriers, its heavy cruisers, its light cruisers, its destroyers and submarines is uninjured and are all at sea making contact with the enemy.

The known Japanese material losses were three submarines and 41 aircraft.

Army losses were severe in aircraft and some hangars, but replacements have arrived or are on their way.

The up-to-date figures of Navy killed and wounded are: Officers 91 dead and 20 wounded; enlisted men 2,638 dead and 636 wounded.

In the Navy's greatest hour of peril, the officers and men of the fleet exhibited magnificent courage and resourcefulness during the treacherous Japanese assault on Pearl Harbor. The real story of Pearl Harbor is not one of individual heroism, although there were many such cases. It lies in the splendid manner in which all

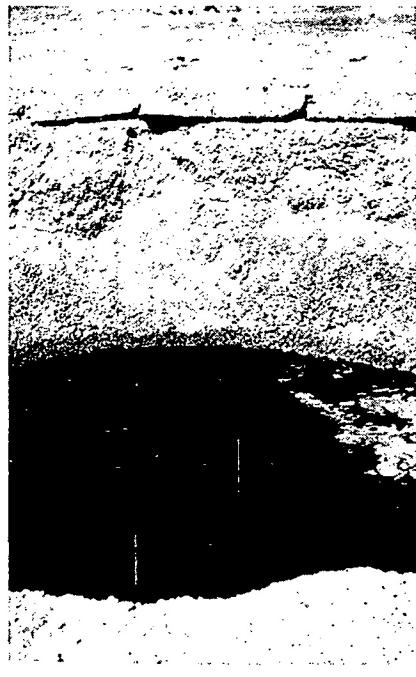


HUNDRED PERFORATIONS MAPPED the path of bomb splinters through this General's staff car at Wheeler Field. Chain attached to bumper was used to tow the car away for salvage purposes. All officers broke heretofore strict speed limits getting to battle stations.



DIRECT HITS WERE MADE in many places in the crowded barracks at Hickam Field. Soldiers rushed hand extinguishers to the blazes started in the new barracks.

hands did their jobs as long as they were able, not only under fire but while fighting the flames afterward and immediately starting salvage work and reorganization.



HUGE CRATER blasted by aerial bomb into the apron of one of the army's air ports.

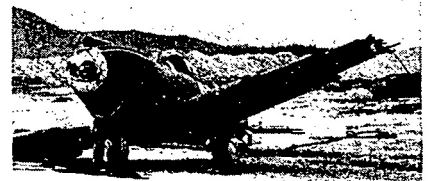
Prompt action saved many lives and a vast amount of material. Without exception, all ships and stations rose to the emergency. Less than four minutes after the first alarm, guns of the fleet went into action against enemy aircraft. Seconds later the first Japanese plane was shot down.

To a recruit seaman aboard a battleship probably goes the honor of striking the first telling blow in the fleet's defense. Even before general quarters sounded, this youngster single-handedly manned a machine-gun and blasted an attacking torpedo plane as it levelled against his ship.

The dying captain of a battleship displayed the outstanding individual heroism of the day. As he emerged from the conning tower to the bridge, the better to fight his ship, his stomach was laid completely open by a sharpnel burst. He fell to the deck. Refusing to be carried to safety, he continued to direct the action. When the bridge became a blazing inferno, two officers attempted to remove him. But he ordered them to abandon him and save themselves. The latter found themselves blocked by the flames. Only the heroic efforts of a third officer enabled them to escape. He climbed through the fire to a higher level from which he passed one line to an adjoining battleship, and another to his trapped shipmates. By this frail means they made their way to safety.

Entire ship's companies showed exemplary valor and coordination. Drama was thus crowded into a few seconds on board an aircraft tender moored at the

Naval Air Station, target of the enemy's fiercest bombing and strafing. With the ship already on fire from repeated high altitude attacks, her anti-aircraft bat-



SPEEDY CURTISS P-40 PUT OUT OF ACTION before it could get into battle. Note how concussion buckled undercarriage. Motor of this ship has already been salvaged.



RISING SUN INSIGNIA on Jap bomber wing which was blasted down on naval hospital grounds, Honolulu.

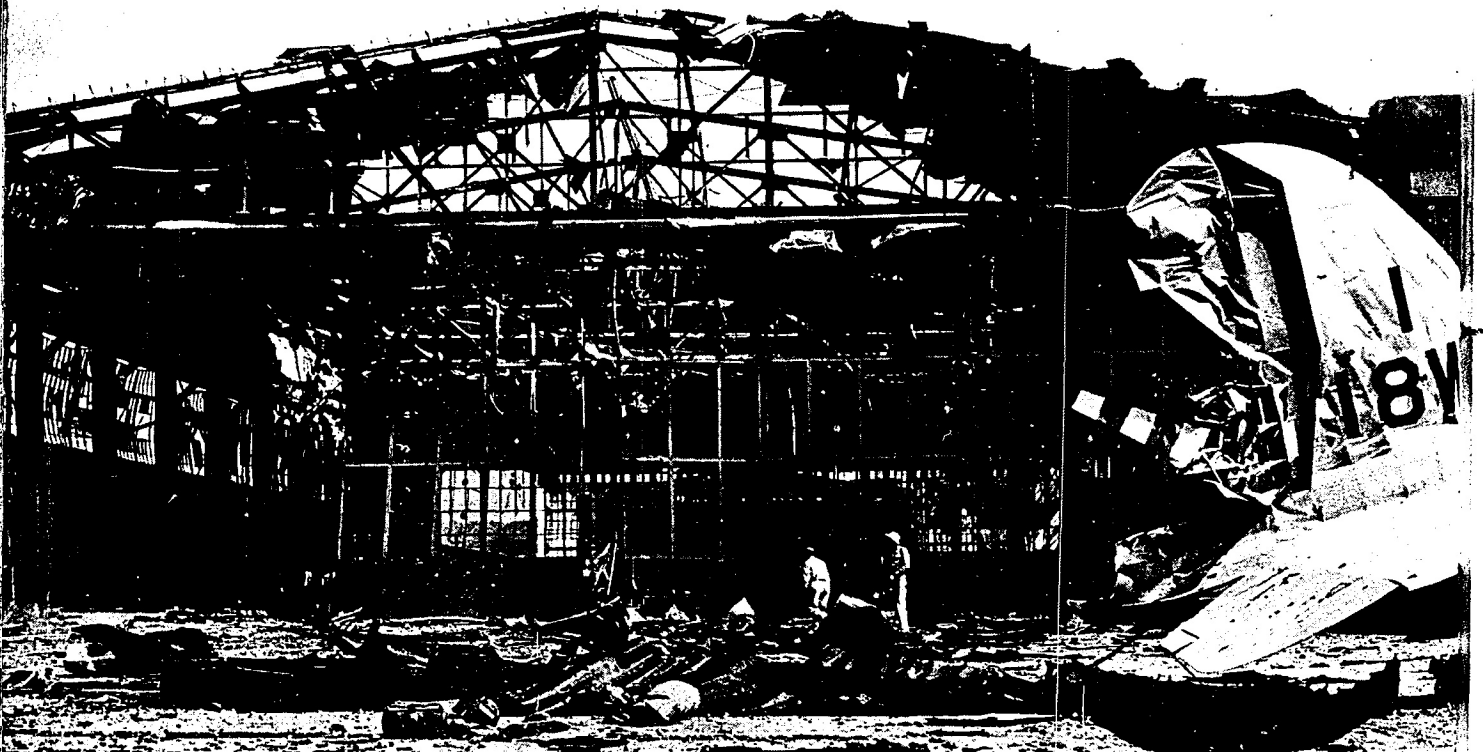
teries downed a plane which crashed in flames on deck.

At this moment her captain observed the shadow of an enemy two-man submarine approaching within a few yards of the vessel. It was placed under fire. Hits were scored immediately and the

submarine exposed her conning-tower. At that instant a destroyer stood down channel, passed directly over the submarine and sank it with depth charges. Doubtless saved from this craft's torpedoes, the tender then shot down a second plane, which fell on land nearby.

Men fought with the cool confidence that comes from complete indoctrination for battle. In one case, a single blue-jacket manned a five-inch antiaircraft gun after his 10 battery mates had been shot down by a strafing attack. He would seize a shell from the fuze-pot,

SKELETON OF HANGAR 11 which suffered a direct hit in the assault. Tail of wrecked B-18 bomber stands before the ruined hangar.



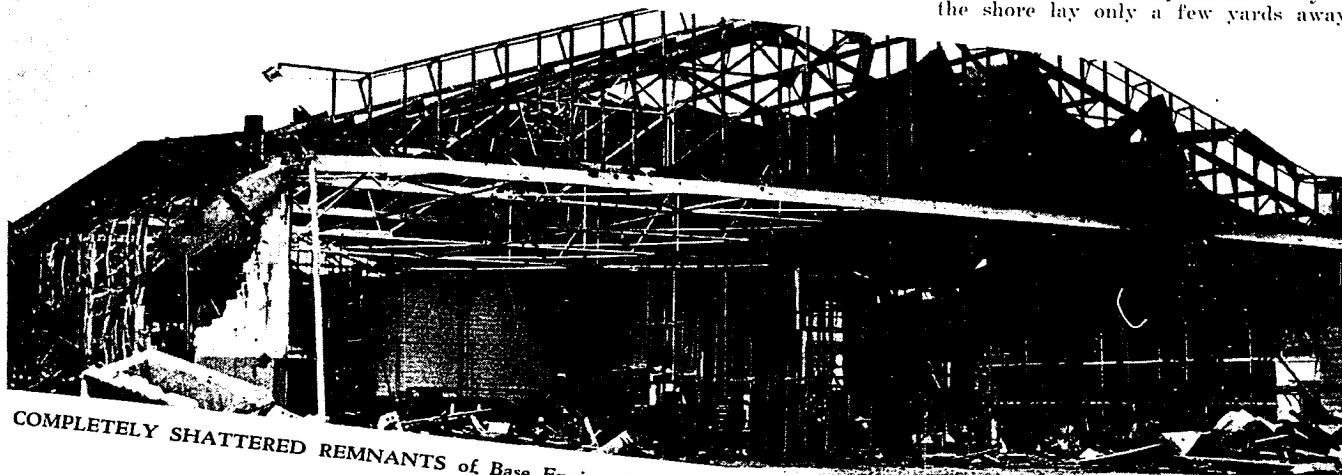
place it in the tray, dash to the other side of the gun, and ram it home. He would then take his position on the pointer's seat and fire. After the third such round, a terrific explosion blew him over

chine gun nests. Two of them with hands blistered from hot gun barrels required emergency treatment.

Cool as ice, the men who manned the Navy Yard signal tower from which flashed orders to the anchored fleet, carried out their assignment under a hail

clamber aboard other ships and join gun crews. Crews from another disabled vessel swam into mid-channel where they were hoisted aboard outward-bound destroyers.

Proof that getting back into battle took precedence over their own lives was the fact that the comparative safety of the shore lay only a few yards away.



COMPLETELY SHATTERED REMNANTS of Base Engineering building at Wheeler Field. Building suffered a direct hit.

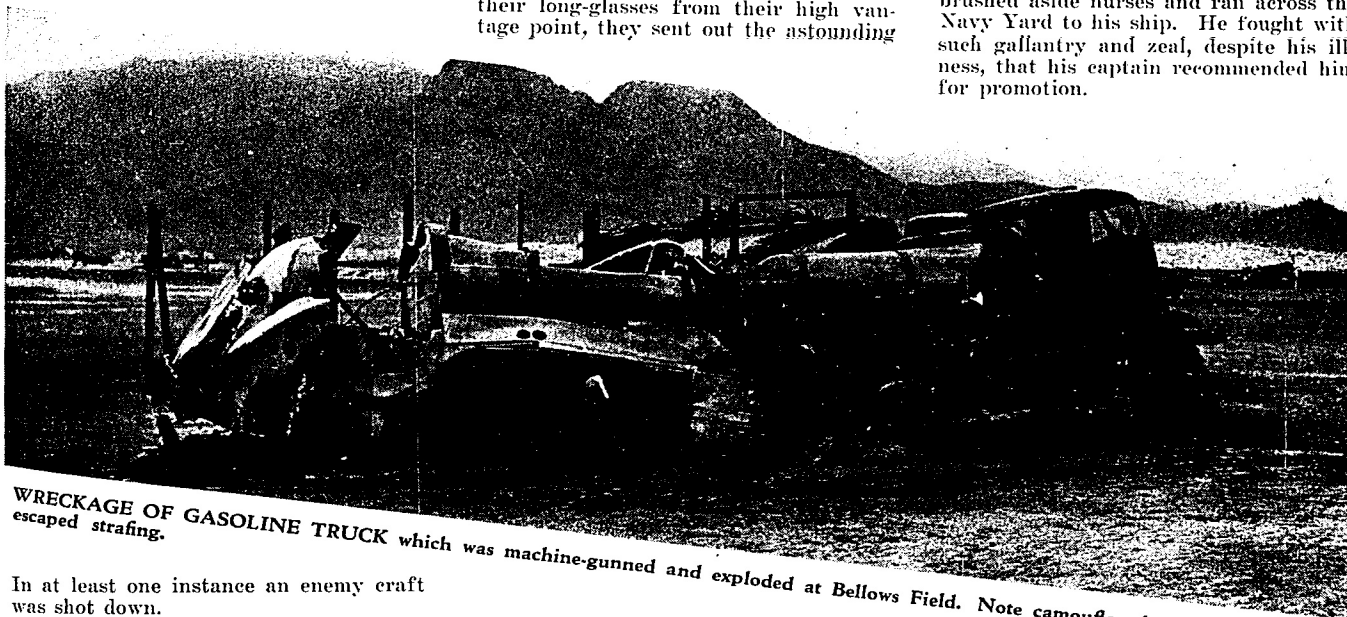
the side of the battleship. He was rescued.

At the several naval air stations attacked, crews dashed into the flames enveloping planes set ablaze by incendiaries, stripped off free machine-guns, and with them returned the enemy's fire.

of machine-gun fire and bombs from the enemy, as well as shrapnel from their own force's anti-aircraft batteries. None left his dangerous post.

First to observe the invaders through their long-glasses from their high vantage point, they sent out the astounding

Lying in a hospital bed when the first air raid alarm sounded, one officer leaped up, brushed aside nurses and ran across the Navy Yard to his ship. He fought with such gallantry and zeal, despite his illness, that his captain recommended him for promotion.



WRECKAGE OF GASOLINE TRUCK which was machine-gunned and exploded at Bellows Field. Note camouflaged truck in rear which escaped strafing.

In at least one instance an enemy craft was shot down.

Two cruiser scouting seaplanes, their speed and maneuverability reduced by heavy pontoons, destroyed an attacking Japanese pursuit ship of thrice their speed.

Simultaneously throughout the Navy Yard examples of personal heroism developed. Several workmen of Japanese ancestry deserted their benches to help the marine defense battalion man ma-

air raid warning by visual signals. Then they settled into the complex business of transmitting the score of orders to the ships that fought back at the attackers from their berths, or prepared to stand out to sea.

Men from ships out of action managed at any cost to return to the battle. There were the survivors of the capsized ship who swam through blazing oil to

There was the case of the destroyer tender which lay alongside a dock undergoing major overhaul, powerless and without armament. Unable to assume an active defense role, she concerned herself with the vital task of rescue with her available ship's boats. One Naval Reserve ensign volunteered as skipper of a



FILIPINO CHILDREN search wreckage of one of 41 Jap bombers shot down during raid on Pearl Harbor.

motor launch. With four men he proceeded across Pearl Harbor's reverberating channel through a hail of enemy machine-gun fire and shrapnel.

They saved almost 100 men from one battleship—men who had been injured or blown overboard into the oil-fired waters. The attack on this vessel was at its height as these rescue operations proceeded. Suddenly the launch's propeller jammed. Coolly, the ensign directed the work of disengaging the screw as flames licked around its wooden hull, meantime also supervising the picking up of more victims from the harbor. His captain cited him for "initiative, resourcefulness, devotion to duty, and personal bravery displayed."

Four motor torpedo boats had been loaded aboard a tanker for shipment.

Their youthful ensign-captains put their power-driven turret machine guns into immediate action accounting for at least one enemy raider plane.

To the unsung heroes of the harbor auxiliaries must go much of the credit for helping stem the onslaught. Even the lowly garbage lighters shared the grim task. One came alongside a blazing ship which threatened momentarily to explode. Calmly the yardcraft's commander led firefighting both aboard the warship and on the surface of the harbor. He kept his tiny vessel beside the larger one for 24 hours.

Men's will-to-fight was tremendous. One seaman had been confined to his battleship's brig for misconduct a few days earlier. When an explosion tore open the door, he dashed straight to his

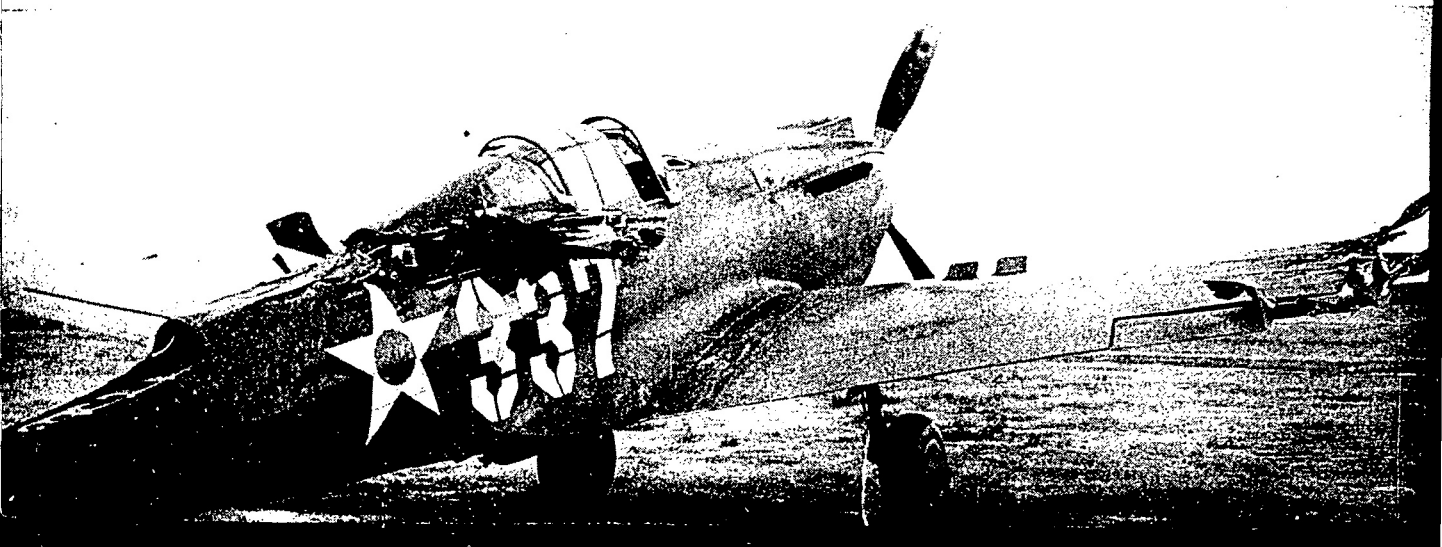
battle station on an antiaircraft gun. On the submarine base dock a bluejacket carrying a heavy machine-gun for which there was no mount immediately available, shot the weapon from his arms, staggering under the concussion of the rapid fire.

Quick-thinking in the dire emergency probably saved many lives—and ships. An aviation machinist's mate aboard one ship saw that flames from the huge vessel threatened a repair ship alongside. He ran through the blaze and single-handedly slashed the lines holding the two ships together. Freed, the smaller craft drew clear.

Only in the final moments, when remaining aboard appeared utterly hopeless would men leave their ships. Then

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SALVAGE OPERATIONS have already been carried out on this P-40 pursuit which was machine-gunned on the ground. Bomb splinters completely shattered right wing of grounded plane.





FIRE STATION at Hickam Field razed by fire and machine guns. Fire trucks were badly burned and intersection seriously damaged.

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(Continued from page 36)

they went reluctantly. Once ashore, instead of finding some dry place to recuperate from their terrific pounding, they pitched emergency quarters as near their vessels as possible. And with portable guns they continued to fight; later they stood guard at the same camps as repair operations began on their ships, setting regular shipboard watches.

Like all treacherous attacks, the bombing of Pearl Harbor by the Japanese

caught certain vessels of the fleet under periodic overhaul. While in this condition of repair, such ships were not able to utilize their defensive powers to the greatest effectiveness. These ships, therefore, turned to with a will at many useful purposes. One ship rescued with its boats hundreds of survivors thrown into the water by the force of explosions; from burning oil.

Other ships sent their repair parties to help the fighting ships keep afloat. Others sent ammunition parties to maintain the flow of powder and shells to the guns. Without doubt the whole spectacle was the greatest spontaneous exhibition of

cooperation, determination and courage that the American Navy has been called upon to make. The crew of one ship followed it around on its outside as it capsized, firing their guns until they were under water.

Those same men stood on the dock and cheered as one of the more fortunate ships cleared the harbor and passed by, en route after the Japanese. Of all the accounts submitted on that memorable day, the record shows a continued demonstration of courage, bravery and fearlessness of which the American nation may well be proud.

Unquote.

DIRECT BOMB HIT on pursuit ship leaves a shambles at Hickam Field.

