

Some Michigan Sailors and Marines at Pearl Harbor – December 7, 1941

The USS Arizona Memorial at Pearl Harbor, Honolulu, Hawaii, marks the graves of 1,102 of the 1,177 sailors and Marines killed when the Japanese attacked Pearl Harbor on December 7, 1941. It is a permanent reminder of the Japanese surprise attack that led to the entry of the United States in World War II.

Each passing year the lens of time blurs the story of Pearl Harbor, but people bring it back into focus by remembering. This remembrance is focused on one ship, the *Arizona*, and one state, Michigan. These few individual stories are just one part of the Michigan chapter, but combined with stories from other states and other nations they help create a panoramic and historical snapshot.

Approximately 1,177 sailors and Marines didn't return from their tours of duty on the U.S.S. *Arizona*, including these sailors and soldiers from Michigan. Instead, most of them lay entombed within her, officially listed as missing in action. Their names are engraved on memorials in the National Memorial Cemetery of the Pacific (Punchbowl Cemetery), Arizona memorials and museums, and in hometown cemeteries in Michigan and their other home states. Their memories are bequeathed with family genes.

Home Town News and Home Town Boys-1941

We're On The Beam!
Radio High With Hollywood's Finest Hits!

LAST TIMES TODAY: RICHARD ARLEN, RITA GARD, "Forced Landing"

OWL SHOW TONITE: LEROY AYERSON, RITA JOHNSON, "Golden Fleece"

LAKE STARTS SUNDAY
Filling the Sky With Greatness
..... Filling The Screen
With Untold Thrills!

ERNEST FLYNN • MAC MURRAY
DIVE BOMBER
IN TECHNICOLOR
"They're the new leaders and they're ten times better than any other in the world!"

Pathe News Events - Color Cartoon
STARTS TUESDAY
"Miss Two Boys Goodbye"
MARY MARTIN BOB AHECREE

2 NIGHTS
"Moonlight In Hawaii"
JACK PRATZ LEOB EDDY

It's JUMP TIME
in the Buttonfield Theatres

LAST COMPLETE SHOW STARTS AT 9:30 TONITE—OUT AT 12:30
EAST "Smilin' Through" JEANETTE MACDONALD
"LAW of the TROPICS" CONSTANCE BENNETT

Seniors Shows: 1-5-5-5-5

LIBERTY
4 Chase The Blues Away
DAYS STARTING SUNDAY!

SONG FILLED! STAR STUDDED!

The Greatest Musical Entertainment Since the Blues Were Born!

BIRTH OF THE BLUES
BING CROSBY
MARY MARTIN
Brian Donlevy
Carolyn Lee
Bachelder
L. CAROL KNOX

Tops All Musical Hits!

EXTRA: "Deaf" "Unusual Occupations"

LATEST NEWS

MON. OWL SHOW
"I WANT A DIVORCE"

CALEWELL ★ SUNDAY
Life Begins For Andy Hardy
"Selling It Soldier"



Benton Harbor News –Palladium,
December 6, 1941

Edward Charles Morse and Laddie James Willette-Battle Creek

In 1917 the military established a camp at Battle Creek to train soldiers for World War I, and christened it Camp Custer after Civil War cavalry officer General George Armstrong Custer. More than 100,000 troops were trained or demobilized at Camp Custer during World War I. After World War I, training for the Officer Reserve Corps and the Civilian Conservation Corps took place at Camp Custer. On August 17, 1940, Camp Custer was renamed Fort Custer and designated a permanent military training base.



Fort Custer, June 1941. Wikimedia Commons

Visitor's day for the 184th Field Artillery at Fort Custer, Michigan in June 1941. brings thousands to Chicagoans to the Army post to inspect the equipment and meet their friends and relatives.

The *Wakefield News* of October 7, 1941 noted that Gordon Tressel, son of Dr. and Mrs. H.A. Tressel, was spending his Army leave with his parents. The young man fresh from the big Army games in Louisiana, is a member of the 7th Engineers, Camp Custer, Battle Creek, Michigan.

Two months later Edward Charles Morse and Laddie James Willette perished aboard the *U.S.S. Arizona*. Edward Charles Morse – Seaman Second Class, was born August 25, 1919. His father, Edward Jack Morris, who lived on Bluff Street in Battle Creek was listed as his next of kin.

Laddie James Willette-Seaman Second Class, was born April 26, 1921. According to the 1940 United States Federal Census Laddie lived on Wheaton Avenue in Battle Creek with his father James Henry Willette, his mother Margaret, his sisters Kathleen, Dona, and Karn and brothers Raye, John, Don, and Troy.

Francis Anton Cychosz-Bessemer

The Traverse City Record Eagle of June 26, 1941 noted that the Army asked for three billion more men and the Navy also wanted recruits. The story said that recruits for the United States Naval Reserve and regular Navy are being sought at the Navy Recruiting Station now established at the post office. During the next few days the officer stationed here will answer questions about the Naval Reserve and regular Navy. Positions are open throughout the Navy for young men, the office announced.



On July 2, 1923, Henry Cychosz, his wife Josephine, and an older brother Raymond welcomed [Francis Anton Cychosz](#) into the world in Bessemer. Six weeks later on August 22, 1923, as Henry drove a C. Hanson Lumber Company truck as part of his job, a Soo Line freight train plowed into his truck at the crossing near the depot in Bessemer. He was killed, leaving Josephine to raise their two boys, Raymond and Francis alone in their home on East Iron Street.

Eighteen- year- old Francis served as a Seaman First Class on the Arizona. After the attack on December 7, 1941, Josephine Cychosz first received a telegram telling her that her son was missing. Shortly after that a story in *the Ironwood Daily Globe* of Friday, February 6, 1942 said that another telegram informed her that after an exhaustive search, Naval authorities had determined that he had died when the Arizona went to the bottom after a bomb “fell into the funnel of the great ship as it was lying at anchor in Pearl Harbor.”

A story in the *Bessemer Herald* dated Friday, February 13, 1942, reported that services had been held on Saturday, February 7, 1942, at St. Sebastian Church for Bessemer's First War Victim, Francis Anton Cychosz. He died in the attack on Pearl Harbor on December 7, 1941. His mother Mrs. Josephine Cychosz received a letter from Secretary of the Navy, Frank Knox which said, "I desire to offer you my personal condolence in the tragic death of your son Francis Anton Cychosz, Seaman first Class, United States Navy, which occurred at the time of the attack by the Japanese on December 7. It is hoped that you may find comfort in the thought that he made the supreme sacrifice upholding the highest traditions of the Navy in the defense of his country."

Raymond John Cychosz, the older brother of Francis, served in the 10th Mountain Division operating in Northern Italy. On April 14, 1945, private first class Raymond Cychosz found he and his platoon pinned down by German machine gun fire. Disregarding his own safety, he advanced on the enemy machine gun with his Browning automatic rifle. And although seriously wounded and paralyzed from the waist down, he remained in the fight until the machine gun had been silenced. He was awarded the Bronze Star with Valor for heroic achievement in action.

Sergeant Joseph Baraga - Channing

Located on M-95 about 24 miles north of Iron Mountain, in 1892 Channing began as a railroad junction called Ford Siding. Eventually a post office was established and the settlement renamed Channing after John Parke Channing, a mining engineer who surveyed the area. Baraga, another pioneering town in Michigan's Upper Peninsula, is located on L'Anse Bay on Lake Superior.



[Sergeant Joseph Baraga](#) of the United States Marine Corps carried the name of one of these pioneer towns and lived in the other. Although he went down with the Arizona, he has a memorial marker in the Channing Cemetery. He was born on October 31, 1915, and lived in Channing with his father Karl, his mother Josephine, brothers Karl and Louis and sisters Anna, Alice, Viola, and

Leona. He has a memorial marker in Channing Cemetery.



Paul Daniel Keller- Coldwater

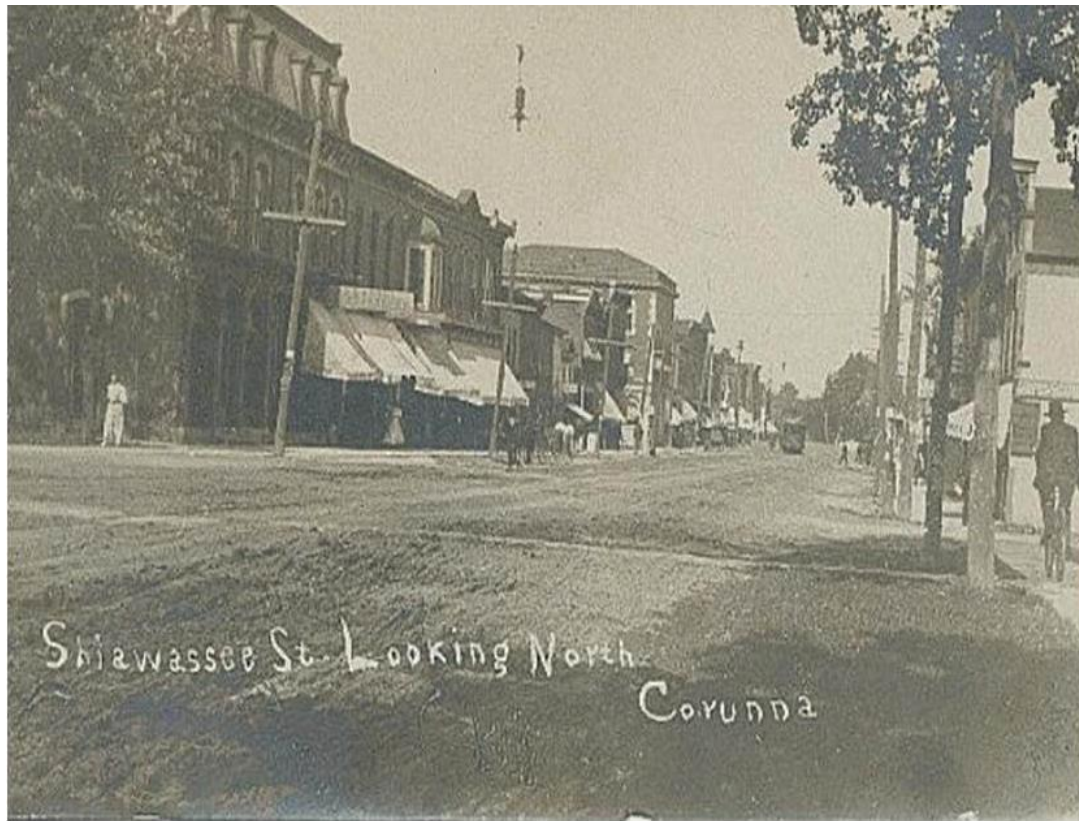


Before Coldwater had turned one hundred years old, hometown boys had traveled far beyond Coldwater to serve their state and country including Civil War veteran and Congressional Medal of Honor recipient [Private Joseph E. Brandle](#). Private Brandle served in Company C, 17th Michigan Volunteer Infantry. On November 16, 1863, he and his regiment were fighting in Lenoire, Tennessee. His citation said that "while color bearer of his regiment, having been twice wounded and the sight of one eye destroyed, still held to the colors until ordered to the rear by his regimental commander." One of eight 17th Michigan soldiers to earn the Medal of Honor, Private Brandle received his medal on July 20, 1897. He is buried in Oak Grove Cemetery in Coldwater.



Paul Daniel Keller served in a more recent way. Paul Daniel Keller, born April 19, 1918. Molder Second Class, lived on East Chicago Street in Coldwater with his father John, mother Nettie, brother Maynard and sisters Edeorina and Mary. The Navy listed him as buried at sea and awarded him a Purple Heart.

Robert Harold Noonan-Corunna



A group of businessmen called the Shiawassee County Seat Company originally settled [Corunna](#) which is situated on the Shiawassee River, in the early 1840s. Andrew Mack, one of the company members, named the town for Corunna, Spain after he traveled there to buy sheep.

Robert Harold Noonan, Seaman First Class, was born about 1920 and lived at 518 North Brady Street with his mother Rena Noonan, and brothers Roy, Glen and Gerald, according to the 1930 federal Census. The 1940 Census shows that his mother remarried a man named Wesley Murdock.

Detroit Sailors



U.S.S. Detroit at Pearl Harbor
Naval Archives

[The USS Detroit](#) (CL-8) an Omaha-class light Navy cruiser, was the fourth Navy ship named for the city of Detroit. On June 29, 1922, the Bethlehem Shipbuilding Corporation launched the Detroit in Quincy, Massachusetts, sponsored by Miss Mary Elizabeth Couzens, daughter of Detroit Mayor James J. Couzens. The Detroit was commissioned on July 31, 1923, with Captain J. Halligan, Jr. commanding and after a shakedown cruise to the Mediterranean, the Detroit joined the United States Navy Scouting fleet.

The Detroit spend the next eighteen years on assignments including flagship of Light Crusier Divisions in both the Atlantic and Pacific Oceans, patrolling the coast of Nicaragua, flagship for US Naval forces in Europe, hosting such dignitaries as the King of Norway, King of Spain and the President of the Irish Free State.

In 1941, the Navy moved the home port of the Detroit to Pearl Harbor, Hawaii, and when the Japanese attacked on December 7, 1941, the Detroit was moored with the light cruiser Raleigh and target ship Utah. The Utah sustained the most damage of the three ships and the Detroit the least. The Detroit successfully got underway and fired her anti-aircraft guns with her captain claiming at least one kill. Immediately after the Pearl Harbor attack, the Detroit sailed with other ships to hunt for the homeward bound Japanese carrier force and returned to Pearl Harbor on December 10, 1941 to serve as a convoy between Hawaii and the West Coast. The Detroit spent most of World War II helping to protect the Aleutian Islands, and was decommissioned in January 1946, and sold for scrap on February 27th, 1946.

The USS Detroit won six battle stars for her World War II service.

Robert Emile Budd – Fireman Second Class, was born about 1923 and he lived on Winthrop Avenue in Detroit. The 1940 Federal Census shows him living with his father David Benjamin Budd, his mother Berthe and younger sister Elizabeth. He was 18 years old in 1941.

Donald Clash – Fireman Second Class, had an interesting family. His grandparents were from Belgium and his father Daniel registered for the draft when he was 56 years old. His mother's name was Viola and he had an older brother, Gerald.

Theophil Czekajski, Seaman Third Class, was 18 years old in 1941. He completed the 2nd year of high school and listed his occupation as chopping trees in the 1940 United States Federal Census. He lived with his brothers and sister Joseph, 25, John, 24, Mary, 21, and Stanley, 20 on DeBuel Street in Detroit.

James William Harris – Seaman First Class, lived on Fairview Street in Detroit. His mother Mrs. Elizabeth Harris, was his next of kin.

Albert John Judd – Coxswain. His mother Mrs. Edna May Schilke was his next of kin and he is listed as missing and awarded a Purple Heart.



Edward Klann, Detroit

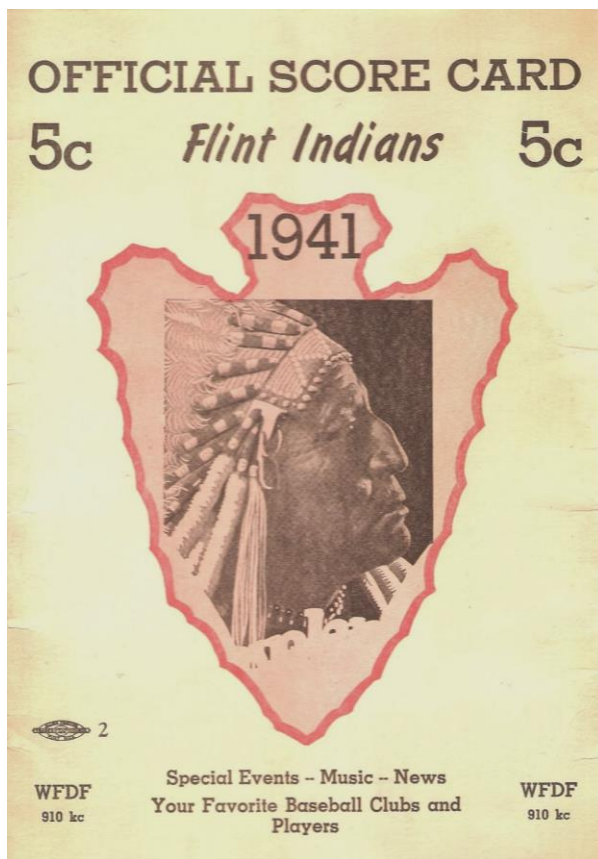
Edward Klann, Ship's Cook First Class, was born on October 10, 1907 and lived on Gilbert Street in Detroit with his father August, mother Mary, sisters Dorothy, Marion, Ruth and Louisea and brother Norman.

Clarence William Lipke, Fireman Second Class, was born about 1923 and lived on East Grixdale Street in Detroit with his father Charles Frederick Lipke, his mother Margaret and his brothers Nicholas, Edward and Robert.

Chester John Miller, Fireman Second Class, lived on East Hilldale Avenue in Detroit with his father John William Miller,

Harold Ely Shiffman, Radio Man Third Class in the United States Naval Reserve, was born about 1914, and lived on Petoskey Street in Detroit. His father Morris and mother Ida both came from Russia and became naturalized American citizens. Morris was a cobbler and both he and his wife spoke Yiddish.

Eugene Edward Riddell - Flint



The Flint Indians were a professional baseball team located in Flint, Michigan in 1941 and part of the Michigan State League. They played their home games at Atwood Stadium, earning an overall record of 70-38, and they won the 1941 Michigan State League Championship. The Indians and the remainder of the Michigan State League disbanded after the 1941 season because of the December 7, 1941 attack on Pearl Harbor and America's involvement in World War II.

Eugene Edward Riddell, Seaman First Class, lived on Rankin Street in Flint. His father Forest Riddell registered at age 55 for the World War II draft.

Benjamin Raymond Marsh, Jr. - Grosse Pointe

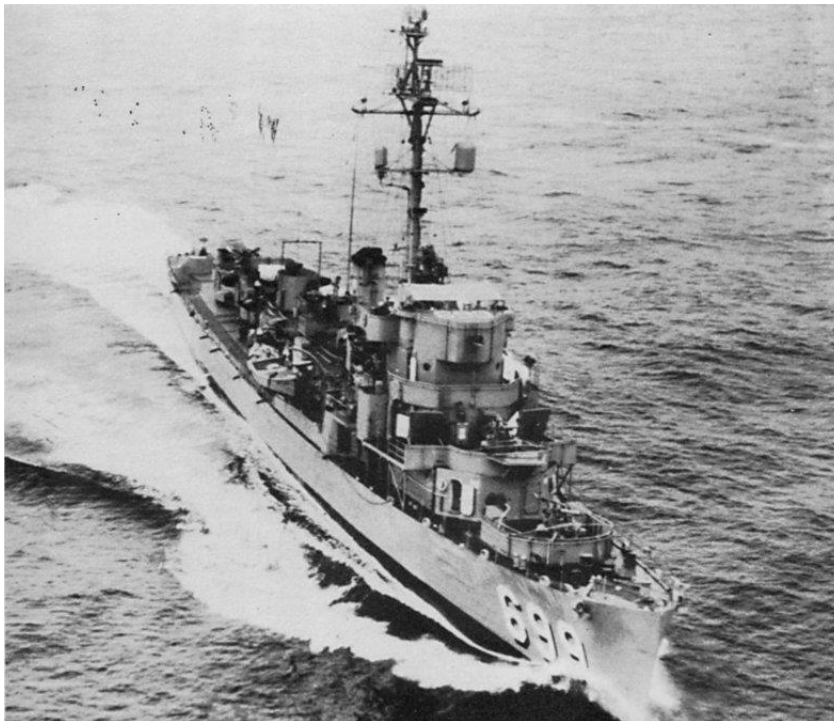
Benjamin Raymond Marsh, Jr. – Ensign, age 25, lived with his family in Grosse Pointe Michigan. The 1940 Census lists his father Benjamin R. Marsh, his mother Marjorie B. Marsh, his sisters Winifred and Frances Jean and his brother Richard.

A Detroit Free Press story published in 1996 stated that Ben Marsh Jr., a 25-year-old Ensign aboard the USS Arizona, was the metro Detroit area's first reported World War II casualty when he died on the Arizona on December 7, 1941. The telegram reporting his death arrived at the family's Gross Pointe home on December 12, 1941.

Benjamin's family later learned that after his 12-4 a.m. watch shift ended, he waited in the officer's dining room for a launch to take him ashore to play golf with his fellow Grosse Pointe High School classmate George Ghesquire Benjamin had been the best man at the wedding of his friend George just nine days before. When the attack began, Benjamin raced to his battle station in the engine room. Minutes later he was killed.

His sister Winnifred recalled, "But I still couldn't quite believe it was true. It was so sudden."

Benjamin's father Benjamin R. Marsh helped raise money for the USS Arizona Memorial.



.USS Ben Marsh

Traverse City Record Eagle, April 20, 1943. Honor parents of Pearl Harbor hero

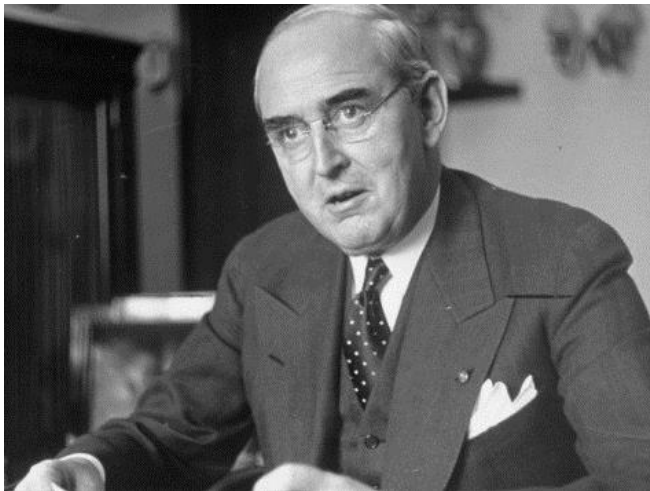
San Francisco, April 20 (UP) Mr. and Mrs. Ben R. Marsh of Detroit, Michigan, will be honored today by the officers and crew of the destroyer escort USS Marsh in tribute to their son killed at Pearl Harbor on December 7, 1941. Marsh, president of the Bell Telephone Company of Michigan, and his wife will lunch with the ship's officers and tour the destroyer escort with members of her crew. The vessel has been under repair at the San Francisco naval shipyard, Hunters Point, since colliding with a destroyer during maneuvers in February.

Mrs. Marsh christened the ship on her launching in 1943 after her son Ensign Ben R. Marsh Jr. USNR. He perished at his battle station aboard the USS Arizona during the Pearl Harbor attack.

Cecil Eugene Whitcomb –Homer



Main Street, Homer, Michigan



Senator Arthur Vandenberg, Michigan's Republican Senator

The Ironwood Daily Globe of January 2, 1941, reported that Senator Arthur Vandenberg asked today that the possibility of a “negotiated peace” be explored in order to make plain the alternative involved in the program of greater aid in England. He told reporters that “with a new program of greater over-all aid to England officially pending,” he thought it “an opportune time to ask whether a negotiated peace is impossible.”

Senator Vandenberg added that such a move would force consideration from belligerents in the present war “before total destruction sets in and further, the American people would feel differently about the new larger aid to England program if they got final proof that this present

conflict must go to a military conclusion.”

Cecil Eugene Whitcomb, Electrician's Mate Third Class, was born January 3, 1922. The 1930 Federal Census shows him living on west Main Street in Homer with his father Seth, mother, Mary brother Seth and sister Rosemand.

Stanley Czarnecki – Jackson

The Bessemer Herald of May 30, 1941 carried a story from Jackson, Michigan about a gentleman by the name of N.C. Crowell who had doubts about 13 being an unlucky number. He was out on a mushroom hunt and saw a mother fox and several pups in Summit Township. He built two long traps of wire and found a live fox pup in it the next morning. The day after that he found two alive and unhurt fox pups. Thinking that he had trapped all of the fox pups in the vicinity, Mr. Crowell seriously considered removing his traps, but decided to leave them for one more day. When he checked the trap the next day, he discovered that it contained ten bright eyed, energetic fox pups. The story concluded, “While walking home with the barking bevy of pups, Mr. Crowell was followed by three grown foxes.”



Stanley Czarnecki, Fireman First Class, lived on Clark Drive in Jackson, Michigan, with his father Martin Czarnecki, his mother Veronica, his brothers Anthony, Leo, Henry, Clarence and Frank and his sister Clara. Both Stanley and his brother Anthony who was a Machinist Mate First Class, were assigned to the Arizona. Anthony survived the attack, but Stanley didn't.

Frank Hendriksen-Kalamazoo

According to his daughter [Christine Allman Fetter](#), former Kalamazoo firefighter Charles “Al” Allman wrote the famous Glenn Miller hit, “I’ve Got A Gal in Kalamazoo,” while he endured the Japanese attack at Pearl Harbor. She said that Al joined the Navy after he graduated from Mattawan High School and was stationed at Pearl Harbor on December 7, 1941. Christine told Kalamazoo Gazette columnist Dave Hager in 2002 that while at Pearl Harbor, her father wrote I’ve Got a Gal in Kalamazoo, “about his high school sweetheart, only to have the song stolen. He never found out who.”

Christine said that when World War II ended, her father Charles married “the gal in Kalamazoo,” his sweetheart Polly Sowles, joined the Kalamazoo Fire Department and then reenlisted in the Navy. The family moved to California and Christine said that she and her five sisters grew up with the story that her dad really wrote I’ve Got a Gal in Kalamazoo” for her mom.

Another Gal in Kalamazoo Story



Sara Woolley, the Gal in Kalamazoo

Glenn Miller and his orchestra recorded “I’ve Got a Gal in Kalamazoo,” in the 1942 movie *Orchestra Wives* and the song became such a hit that students at Kalamazoo College decided to produce a real life Kalamazoo gal. They elected Kalamazoo native, Sara Woolley, a 19-year-old junior sociology major.

A 1942 news story described her as a “dazzling dark-eyed beauty who became queen of the campus when men students at the campus got together to choose for once and for all, the girls who is the toast of Kalamazoo.”

Newspapers published her picture and story and she received mail from admiring servicemen and other fans. She traveled around the United States representing Kalamazoo at War Bond Drives and USO dances during World War II.

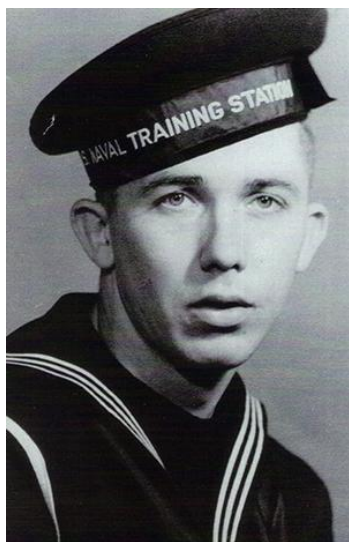
Frank Hendriksen-Fireman Second Class, the son of Gerrit and Minnie Hendriksen, lived on West South Street in Kalamazoo with his mother Minnie and his sister Minnie.

[illegible]

Benjamin Franklin Shively - Lockport



Benjamin Franklin Shively, Fireman First Class, was born on December 24, 1919 in Kalamazoo. The 1930 Census shows Benjamin living in Lockport, St. Joseph County, with his father Harry, mother Agnes, his two brothers Wilbur and James and his sister Louise.



Francis Raymond McGuire -Menominee



Waterfront, Menomonee, Michigan

A June 21, 1941 story in the Benton Harbor News-Palladium about the National Youth Administration reported that a large program of setting up a radio communication network in Michigan was scheduled to be available for national defense use, being launched by the Michigan National Youth Administration according to an announcement from Orin W. Kaye, state NYA administrator. Thirty-six short wave stations all to be built in strategic locations throughout the state where their proximity to key positions will be valuable in an emergency the nucleus of the system has already been formed with transmitters already in operation in Detroit, Lansing, Cassidy Lake near Chelsea, Grand Rapids, Traverse City, Flint, Houghton, Marquette and Ironwood. Each station operates with a power of 800 watts using radiotelephone and radiotelegraphs for the handling of messages. Locations for the 27 additional stations are now proposed and under construction and are tentatively set for Alma, Alpena, Battle Creek, Beaver Island, Bay City, Benton Harbor, Cadillac, Cheboygan, Coldwater, Charlevoix, East Tawas, Escanaba, Menominee, Monroe, Iron Mountain, Kalamazoo, Jackson, L'Anse, Ludington, Manistee, Muskegon, Port Huron, Saginaw, St. Ignace, Sault Sainte Marie, Stambaugh, and an additional section to be located in the Downtown Detroit area.

Francis Raymond McGuire – Storekeeper Second Class was born about 1916 to John Robert and Minnie McGuire. He lived in Menominee , Michigan with his parents and brothers Frederic, James, and Carl.

Homer David Hopkins, John Stanley Malinowski – Muskegon



Ruddiman Terrace Defense Housing Project

A September 21, 2015 story in the Muskegon Chronicle by Dave LeMieux revived a 1941 story that measured the progress of the Ruddiman Terrace Defense Housing Project, an 18 million dollar (in modern money) endeavor that opened in mid-September 1941. Four separate types of apartments were provided in the 71 buildings of the Defense Housing project, with about two-thirds of the apartments on both the first and second floors. Eugene A. Krause, Federal Works Administration project manager, pointed out that although the third bedroom in the five-room apartments is comparatively small, it is large enough for a child's room and that the living rooms are sufficiently large to allow studio couches in addition to regular furniture . between

Krauss said that the first family was expected to move into the Defense Housing project in the fall of 1941. A group of ten applicants were interviewed as the first residents of the 300-family development in Muskegon, but occupancy was delayed because of disputes over sewer and water facilities.

.Construction work on the sewer and water mains had been completed, but tests revealed contamination in the water system and it had to be sterilized again. A temporary line from Glenside was constructed to supply water will be used if the system was not ready for the first tenants.

Phillip C. Smith, government engineer at the project, reported that the last building was being painted, and about 125 men were still at work building porches, spreading topsoil, and putting sealer on floors. Approximately 260 apartments were ready for occupancy, but only ten had hot water tanks and installation of electric meters was delayed awaiting the delivery of the meters.

Besides mechanical difficulties on the project, an ongoing battle raged between Project Manager Eugene A.Krauss, project engineer Phillip C. Smith Jr., and general contractor Henry Dattner. According to an October 1941 Muskegon Chronicle story, Eugene Krauss criticized the project to Phillip Smith citing problems in the plumbing, hardware, walls, woodwork, flooring, bathrooms, painting and enumerating a long list of general points.

Eugene Krauss told the Muskegon Chronicle reporter that “walls are out of plumb and the ceilings are wavy. Woodwork was found frequently spliced to use up short pieces and in need of sanding and repainting. Doors were warped and bore hammer marks and worked hard because they bound against the frames. Floors were not level; gaps were left between end boards and walls. Estimates of heating costs prepared by the Michigan Consolidated Gas Co. are far higher than normal for correspondingly sized rooms of average construction. The use of cement-asbestos panels instead of concrete aprons to enclose the crawlspace underneath the buildings leaves pipes very vulnerable to winter freeze-ups.”

.In 1986, while writing another story about Ruddiman Terrace, Muskegon Chronicle reporter Robert Burns discovered that the buildings also were not insulated because the plans used in Muskegon were slated for an Atlanta project. He said the plans were mixed with plans for the Muskegon project which called for three times as many apartments and sturdy brick buildings. In the mid-1980s, Ruddiman Terrace was renovated and in the late 1990s the original buildings were torn down and new apartments built on the 49 acre site.

Homer David Hopkins, Seaman First Class, lived in Muskegon, with his father David Thomas, mother Alma, brothers Robert and Lester and his sister Ellen.

John Stanley Malinowski, Signalman Third Class. John’s father Stanley was a World War I veteran, serving as a private in the 39th Infantry 4th Division.

Robert Lawrence Spreeman – Newberry



Newberry, Michigan

A Traverse City Record Eagle story dated March 12, 1941, revealed that Newberry would have a Home Guard Company. Colonel George Metcalf, executive officer for the proposed Michigan Home Guard troops, explained the program to the local Rotary Club in Newbury. He said that the American Legion had repeatedly advocated for a mobile army well trained and officered by skilled men, and the program was finally being implemented. Speaking on the subject of national defense, Colonel Metcalf stated that the important Soo Locks should be protected by well equipped air bases located in strategic areas. He said these strategic areas included Traverse City, Alpena, and Newberry and an anti-aircraft contingent of troops stationed at Fort Brady.

Robert Lawrence Spreeman, Gunner's Mate Third Class lived on Route One in Newberry. His mother Mrs. Ida May Simmons was listed as his next of kin.

Edwin Charles Jastrzemski, William Richard LaFrance, Henry Landman – Saginaw



Edwin Charles Jastrzemski, Seaman First Class, was born on January 16, 1919 in Saginaw. He lived with his father Frank, mother Frances, and his sister Clara. He was 20 years old in 1940.

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| COX | T. A. INGALLS | SC5C | D. |
| FIC | D. A. INGRAHAM | FC5C | |
| S2C | O. A. ISHAM | CGM | R. |
| CBM | L. J. ISOM | SIC | W. |
| ENS | E. H. IVERSEN | S2C | J. |
| MM1C | N. K. IVERSEN | S2C | D. |
| SIC | C. A. IVEY, JR. | S2C | J. |
| GM3C | | | R. |
| SIC | D. P. JACKSON, JR. | SIC | G. |
| FIC | R. W. JACKSON | Y3C | H. |
| SIC | J. B. JAMES | SIC | J. |
| BM2C | E. E. JANTE | Y3C | E. |
| EM3C | C. T. JANZ | LT | M. |
| MM2C | E. C. JASTRZEMSKI | SIC | R. |
| SIC | V. L. JEANS | WT2C | O. |
| WT1C | K. JEFFRIES | COX | H. |
| SIC | R. H. D. JENKINS | S2C | L. |
| S2C | K. M. JENSEN | EM3C | W. |
| SIC | P. F. JOHANN | GM3C | B. |
| MM1C | D. A. JOHNSON, JR. | OC2C | C. |
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William Richard LaFrance, Seaman First Class, was born on July 22, 1922, and lived on Monroe Street in Saginaw with his father William Phillip, his mother Esther, brothers Louis, Wilfred, Dale and Darrel and his sisters Esther and Leona.



William Richard LaFrance, High school yearbook photo

Henry Landman, Aviation Machinist's Mate Second Class, lived on Moore Street in Saginaw with his family. His father Casper and mother Sophia were both born in Russia and became naturalized American citizens. He had two brothers, John and Edward. The Navy declared him missing and awarded him a Purple Heart.

Henry Landman



This is Not a Drill!

On Sunday, December 7, 1941, Reveille sounded at 5:30 a.m., the same as it did every day on the ship, but on this Sunday, the USS Arizona awakened more slowly than usual. On Friday, the battleship had steamed into Pearl Harbor after nearly a week at sea where it had participated in target practice and maneuvers with other vessels in the Pacific Fleet. Supply crews filled the Arizona's oil tanks to prepare her for her scheduled trip to the mainland the next week. Many crew members dressed for liberty in Honolulu in white shorts and T-shirts to match the warm weather. Other crew members set up chairs for church, and the kitchen crew served breakfast in the mess hall.

On the deck near the rear of the Arizona, crew members assembled for colors and the raising of the flag. The Arizona's band still energized from watching the semi-finals in the fleet "Battle of the Bands" the night before, tuned up on the fantail. A low whine penetrated the ears of the men on deck and some looked up to find its source. They watched a single plane come in low, 100 feet above the Arizona, its machine guns blazing. The men on deck scattered to their battle stations.

Lt. Commander Samuel Fuqua was eating breakfast in the wardroom with other officers when an air raid siren blared. He grabbed a telephone and ordered the deck officer to sound general quarters. When he ran to the starboard side of the quarterdeck, he spotted the plane with the machine gun and the red ball-the Japanese rising sun - that the sailors called the meatball- on its wing. He turned around to see a line of bomber planes approaching the harbor where seven battleships- the California, the Maryland, the Oklahoma, the Tennessee, the West Virginia, the Arizona, and the Nevada- lay tightly packed together along Ford Island. The bombers released their payloads and an exploding bomb knocked Lt. Fuqua unconscious.

An October 1943 Life Magazine story reporting that Lt Commander Fuqua had received the Congressional Medal of Honor, said when the Lieutenant Commander regained consciousness he heard a tremendous explosion forward and he directed the firing of the guns so the wounded could be taken off the Arizona. While they were on the bridge fighting for the ship when the Arizona blew up, a bomb hit Rear Admiral Isaac C. Kidd and Captain Franklin Van Valkenburgh killing them both.

When Lt. Commander Fuqua saw the Arizona couldn't be saved and he learned that he was the senior surviving officer aboard, he gave the abandon ship order and waited until the the last boat load to leave the Arizona.

Four large armor-piercing bombs hit the [SS Arizona](#) and it sank in less than five minutes. The Arizona resisted the first three bombs, its steel plates laid down years before in the Brooklyn Naval yard were heavy and solid. The Arizona loomed like a dinosaur next to the airplanes buzzing like mosquitos above it. Then the fourth bomb pierced the forward deck near the No. 2 turret, approximately 40 feet from the bow, driving itself down below decks and landing near the magazines holding the Arizona's stores of gunpowder. The bomb and the powder detonated. The explosion thrust the Arizona out of the water, gutting the forward decks and the turrets and the conning tower collapsed thirty feet into the hull. The forward mast and funnel tilted toward the

crater and the bow sagged where it split from the rest of the hull. A fireball roared upward, ravaging the damaged masts and the fire control towers.

Just fourteen minutes after the first meatball insignia plane spitting machine gun fire interrupted the morning colors, the Arizona began to sink into Pearl Harbor.

In the meantime, Radio operators at the naval station on Ford Island frantically broadcast: This is not a Drill!

Although the Japanese attack on Pearl Harbor lasted for less than two hours, more than 2,400 people died, over 1,000 were wounded, and nearly 20 American ships and more than 300 airplanes were damaged or destroyed. Almost half of the [casualties](#) at Pearl Harbor occurred on the USS Arizona. Of the 1,512 officers, sailors, and marines assigned to the USS Arizona, only 335 survived.

Included in the 1,177 crewmen killed on the Arizona were all 21 members of the Arizona's band, the first time in American history that an entire military band died in action. Known formally as U.S. Navy Band Unit 22, the Arizona band had already qualified to perform at the "Battle of the Bands" competition between military bands on the ships based at Pearl Harbor which was slated for December 20, 1941. They hadn't played at the semi finals the night before, but they were still tuned up from listening and were on deck getting ready to play for the daily flag raising ceremony when the Japanese attacked. Quickly they all moved to man their battle positions beneath the ship's gun turret. After Pearl Harbor, Unit 22 was unanimously declared the winner of the 1941 "Battle of the Bands," and the Navy permanently renamed the award the USS Arizona Band Trophy.

The next day as survivors began to retrieve bodies from the smoldering ruins of Pearl Harbor, a man who had once served in the Navy Department and watched the first steel plates of the Arizona bolted together in the Brooklyn Naval Yard reunited with the Arizona in more tragic capacity. On December 8, 1941, in a speech before Congress, President Franklin Delano Roosevelt declared December 7, 1941, the "date which will live in infamy."

The sailors and marines killed aboard the Arizona and the other Pearl Harbor casualties were among the first names on the list of more than 400,000 servicemen and women killed in World War II.



Remembering Pearl Harbor

After the Arizona sank, the Navy salvaged its superstructure and main armament and reused them to support the war effort, leaving its hull, two gun turrets and the bodies of more than 1,000 crewmen inside the remains of the Arizona. Although the Pacific War Memorial Commission was established in 1949 to create a permanent memorial for the Arizona, it took nine more years for President Dwight D. Eisenhower to sign legislation in 1958 to create a national memorial, funded by public and private donors. In March 1961, singer Elvis Presley newly discharged from a two year stint in the Army, performed a benefit concert at Block Arena in Pearl Harbor. The concert raised over \$50,000 which contributed more than ten percent of the USS Arizona Memorial's final cost.

Officially dedicated on May 30, 1962, the Arizona Monument attracts more than two million visitors a year. It is accessible only by boat and straddles the sunken hull of the Arizona without touching it. Since 1980, the USS Arizona Memorial Visitor Center operated by the National Park Service provides historical information about the Pearl Harbor attack, shuttle boats to and from the Memorial, and other visitor services.

Time has created a new set of perils for the Arizona. On December 6, 1941, the USS Arizona took on nearly 1.5 million gallons of fuel, preparing for a scheduled trip to the mainland later in the month. During the December 7th attack, most of the fuel fed the explosion and fires after the Japanese bombs hit the ship. Despite ravages of the fires and time, nearly 75 years after it settled on the bottom of Pearl Harbor, the Arizona continues to seep nearly nine quarts of oil into the harbor daily.

In the mid-1990s, in answer to environmental concerns, the National Park Service commissioned a series of site studies to determine the long-term effects of the oil leakage from the Arizona. Some scientists predict that a widespread oil eruption from the wreckage would cause widespread damage to the Hawaiian shoreline and disrupt naval activities in the area. In recent years, scientists and maritime experts have been concerned about the structural integrity of the Arizona, citing that fact that it has spent 75 years under water and is deteriorating badly.

The National Park Service and other government agencies continue to monitor the Arizona, but since the Arizona is a “war grave,” they are reluctant to conduct extensive repairs or modifications. Many people who visit the Arizona Memorial believe that the oil often coating the water around the ship, or “the tears of the Arizona” add emotional depth for people visiting it.



Pearl Harbor Survivors

Some surviving crew members of the SS Arizona have chosen to return to her for their final resting place. Since 1982, the U.S. Navy has allowed USS Arizona survivors to be buried in the ship's wreckage. After a full military funeral at the Arizona memorial, the cremated remains of the survivor are put in an urn and then divers place the urn beneath one of the Arizona's gun turrets. More than 30 Arizona crewmen who survived Pearl Harbor have chosen her as their final resting place. According to the Washington Post, the February 2015 death of Joseph Langdell, leaves only eight survivors of the USS Arizona.



Pearl Harbor Survivors Association- Wikimedia Commons

Remember these and Other Michigan Soldiers Who Gave Their Lives at Pearl Harbor



Sgt. Joseph Baraga
Robert Emile Budd
Donald Clash
Francis Anton Cychosz
Stanley Czarnecki
Theophil Czekajski
James William Harris
Frank Hendricksen
Homer David Hopkins
Edwin Charles Jastrzemski
Paul Daniel Keller
Edward Klann
William Richard LaFrance

Henry Landman
Clarence William Lipke
John Stanley Malinowski
Benjamin Raymond Marsh, Jr.
Chester John Miller
Edward Charles Morse
Francis Raymond McGuire
Robert Harold Noonan
Eugene Edward Riddell
Howard Ely Shiffman
Benjamin Franklin Shively
Robert Lawrence Spreeman
Cecil Eugene Whitcomb
Laddie James Willette

Although these Michigan sailors and marines did not survive the attack on Pearl Harbor, they need to be remembered, not morbidly, but gratefully. Life did not stop with their deaths, but continued

because of them. Their sacrifices made historical remembrances possible.

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[Brothers on the Arizona](#)

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