



VETERANS OF FOREIGN WARS POST DISPATCH



JOHN H. O'BRIEN
POST 6331
and
LADIES AUXILIARY

Meetings Fourth Wednesday of the Month at 1830



Issue 3 & 4
Editor: Cecil A. Oliver

Vol. XVII
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MAR-APR 2012
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Post Web Site ----- <http://www.vfw6331.org/index.html>



POST NEWS

FROM THE COMMANDER

Robert Yett



First off Congratulations to the NEW Ladies Auxiliary Officers They are,

President: Katie O'Brien
Sr. Vice: Irene Mc Master
Jr. Vice : Leonardo VanDerWerf
Secretary (pro Temp): Wilma Wigle
Treasurer: Dora Plant

Chaplain: Gwen Skillings
Conductress: Beverly Keller
Guard: Carolyn O'Brien
Trustee: Beverly Keller
Trustee: Lenoe Schonack
Trustee: Leonard VanDerWert

Patriotic instructor, historian, musician, color bearers, flag bearer, banner bearer vacancies to be filled at a later date by future Members.

One's again congratulations and thank you one and all, your help and work was never more welcomed! But this does not diminish in any way the hard work that others have given in the past, and the ones that have given so much in the past. The fight may be over. But the battle is not ended.

FROM THE QUARTERMASTER

John McMaster



In the near future we are considering a \$25 to \$50 a year assessment fee. If you would like to have input on this please attend a meeting and give your opinion. Voting is our right, don't take it lightly. Study the candidates, determine who you think is best and VOTE.

Presented a plaque and gift card From VFW Post 6331 to Detlef and Litta Schaper for their Support of our Post for the year 2010-2011. Detlef designed the Art work and had made all the posters and banners we displayed at the Great Outdoors, Bass Pro-Shop, and for donation of flags and pencils for our poppy drives. Thank You.

MEMBERS 2011:

Our post membership is now 91.47%. We need 11 new or continuous to pay or convert to life to reach 100%. By April. Continuous member are reminded that annual dues are due by Dec 31, 2011. Consider becoming a Life Member now and never pay again.

If you signed up a new member you should call them remind of meeting or activities for at least 3 months.

POST UPDATE:

March 17th Denver St, Patrick's Parade 10AM LowDo

June 13 - 16 - [State Convention - Thornton #7945](#)

June 14 -Flag Day display your flag.

July 21 - 26 - National Convention -Reno, NV

FROM THE CHAPLAIN

Joe Plant



Lt. Col. Robert B. Robinson, U.S. Army Ret. Robert led a distinguished life of service to his family, his community, his state and his country. Born January 17, 1916 in Cambridge, Massachusetts and passed away at 12:05 a.m. on the day of his 96th birthday' at the Colorado State Veterans Home at Fitzsimons in Aurora. He met his wife, Genevieve, while he was in

the U.S. Army stationed near her home in Helena, Montana. They married on December, 4, 1943, and they celebrated their 65th anniversary four months before her death on March 12, 2009. Bob and Gen had two children, Linda (Jim) Geary of Istanbul, Turkey and Russell (Meg) Robinson of Denver, four grandchildren, and five great grandchildren. Served in the U.S. Army from 1941 to 1945, received the Bronze Star while serving in Europe during WWII, and ultimately earned the rank of Lt. Colonel. Hi dedication in the service of his fellow veterans continued into his 90's through his membership and leadership in numerous veterans - organizations - the Veterans of Foreign Wars, the American Legion, Retired Officers Association, the Military Order of the World Wars member (Life member and Department Commander), the National Association for Uniformed Services (President, Colorado Chapter No.1), and the United Veteran Committee of Colorado. Even as a resident of the Fitzsimons Veterans Home following the loss of his wife, he continued to serve on Leadership committees within the Veterans Home, as a photographer for in-house newsletter, and was a special representative from Fitzsimons the 2011 Denver Veterans Day Parade.

After an early career that included hotel management in Montana; station agent for Western Airlines in Denver; and administrator roles Jail and Denver Housing Authority, he became particularly interested in the newly developing field of aging services. While in his 40's he earned a Bachelor's Degree in business administration and a Masters Degree in public administration from the University of Denver. He was quickly recognized for his commitment to the field of aging and for his management abilities, and became the first director of the newly formed Commission on Aging and later the first director of the State of Division of Services for the Aging in the early 1960's - a position he held until his retirement-in the mid-1970's. Bob achieved well deserved recognition as a state and national leader in the field of aging. He served as the 3th National president of the National Association of State Units on Aging often speaking before Congress and meeting with other states on behalf of the needs of older persons.

After retirement from state employment in the mid- 1970's, he continued as a volunteer leader in the aging community, and served as the founding director of the Colorado Senior Lobby - an organization that continues in influence at the capitol to this day. To Bob's credit, and with the support of other founding members of the Senior Lobby, they made sure that the purpose of the Lobby included concerns about the whole community and not just senior citizen issues -recognizing that seniors also are, vitally interested in, the well-being of their children and grandchildren In addition to many other awards, Bob received the Outstanding Pioneer of the Year" award from the Western Gerontological Society the "Pioneer" award from the Colorado Gerontological Society and was the' first recipient of the, Senior leadership legacy Lecture later renamed the "Allen Buckingham Senior Leadership Legacy Award in honor of his close friend and colleague.

Memorials may be made in his name to Colorado State Veterans Home 'or Colorado Senior Lobby.

Let us not forget those who now guard the gates of freedom, and those who have sacrificed for this nation.

AUXILIARY NEWS

FROM THE AUXILIARY PRESIDENT

Katie O'Brien



Henry Ford once said, "Coming together is a beginning, staying together is progress, and working together is success". 2012 has brought the Auxiliary a new beginning, and as your new Ladies Auxiliary

President, I look forward to us staying together to achieve success. This year we will focus on great ways to raise money for our Auxiliary, our Post, and to support the wonderful organizations that we donate to for our Veterans. I hope to see all members that can attend in our future meetings, as I believe we'll have some great ideas and fun events in which we all can take part in. Thank you to all the wonderful women, and men, that have kept us going in the past, and I look forward to working with each and every one of you.

FROM THE AUXILIARY TREASURER

Dora Plant



We are starting our new year with New Officers. Please welcome our new President Katie O'Brien. She ran her first meeting on Jan 25th and she did a wonderful job in taking control of her office and floor responsibilities. I am

very proud to be standing next to her as **Your Treasurer**. I also want to thank and welcome our new Senior Vice President Irene McMaster, and Gwen Skilling as our new Chaplain. And for stepping into being our temporary new Secretary Wilma Wigle.

I want to ask each one of you to come and take part on our new endeavors. Come join in with new ideas for the future of our Auxiliary. We need some money making ideas and your help to replenish our General Fund. Cash donations are needed and can be mailed to Dora Plant 14001 E Marina Dr. Apt 412 Aurora Co 80014

I would also like to let you know that the podium edition for the year 2012 is now available to be ordered. I encourage you to get a new one they have lots of changes that you may want to know if you want to get a new one let me know the total costs for each book is 10.75

God Bless you and God Bless America

FROM THE AUXILIARY CHAPLAIN

Gwen Skillings



Our way is not soft grass. It's a mountain path with lots of rocks. But it goes upwards forward, toward the sun. Hold on, holdfast for Patience is a virtue.

And keep in mind, if we don't reach out and help each other, who will? Let's always keep keep our country and each other in prayer, because, **UNITED WE STAND**. Blessings to all.

OTHER ITEMS OF INTEREST

FROM THE EDITOR

Cecil A. Oliver

Submitted by Life member Ralph Holder through Rosie Fisher.

This horse was a packhorse during the Korean war, and she carried recoilless rifles, ammunition and supplies to Marines. Nothing too unusual about that, lots of animals got pressed into doing pack chores in many wars.



But this horse did something more....during the battle for a location called Outpost Vegas, this mare made 50 trips up and down the hill, on the way up she carried ammunition, and on the way down she carried wounded soldiers...

What was so amazing? Well she made every one of those trips without anyone leading her.

I can imagine a horse carrying a wounded soldier, being smacked on the rump at the top of the hill, and heading back to the "safety" of the rear. But to imagine the same horse, loaded with ammunition, and trudging back to the battle where artillery is going off, without anyone leading her is unbelievable.

To know that she would make 50 of those trips is unheard of. How many horses would even make it back to the barn once, let alone return to you in the field one single time.

So here is a clip of her story and photos to prove where she was and what she did....(click on box)



She was retired at the Marine Corps Base in Camp Pendleton where a General issued the following order...she was never to carry any more weight on her back except her own blankets. She died in 1968 at the age of 20.

P.S. How bad was the battle for Outpost Vegas?

Artillery rounds fell at the rate of 500 per minute, and only two men made it out alive without wounds. Just two. And a horse, this horse, and she was wounded twice.

**DECEASED MEMBERS
2011-12**



**February 17, 2011
Edward John Hall
1305727 – Life Member
13601 E. Marina Dr. Apt 108
Aurora, CO 80014-3710**

**March 20, 2011
Joseph May
9168218 – Life Member
9156 E. Floyd Pl.
Denver, CO 80231-4671**

**January 17, 2012 @ 12:05am
Robert Robinson
1311700 – Life Member
1919 Quentin St.
Aurora, CO 80045-7125**



**January 21, 2011
Naomi Darlene Leupp
1669 Cimarron St.
Aurora, CO 80011**

**February 11, 2011
Rachelle Kamen
2506 S. Cimarron.
Aurora, CO 80014-2306**

**June 9, 2011
Ruth Clarke
14313 E. Marina Dr.
Aurora, CO 80014-3782**

**Rosemary Smith
14699 E. Hampden Ave. #2204
Aurora, CO 80014-5041**

FRIDAY DINNERS AT TREA

MARCH	
March 2	Italian Dinner
March 9	Corn beef and Cabbage
March 16	Steak Night
March 23	Chicken Stir Fry
March 30	Chicken Gumbo
APRIL	
April 6	Pull Pork Sandwich's
April 13	Country Style Ribs
April 20	Steak Night
April 27	Taco Dinner

For meals on dates not listed, call:

All Dinners are 5:00 pm to 7:30 pm unless otherwise noted

"I would not have hesitated to serve under him again. His treatment by the Navy was unforgivable and shameful."

From statement submitted at September 1999 Senate hearing by Florian Stamm, *USS Indianapolis* survivor

Captain McVay

"I believe this whole ordeal about the sinking and especially the outcome of the court-martial was and is a black mark on the Navy and not the Captain."

From statement submitted at September 1999 Senate hearing by Lyle M. Pasket, *USS Indianapolis* survivor



A 1920 graduate of the US Naval Academy, Charles Butler McVay III was a career naval officer with an exemplary record whose father, Admiral Charles Butler McVay II, had once commanded the Navy's Asiatic Fleet in the early 1900s. Before taking command of the *Indianapolis* in November 1944, Captain McVay was chairman of the Joint Intelligence Committee of the combined chiefs of staff in Washington, the Allies' highest intelligence unit.

Captain McVay led the ship through the invasion of Iwo Jima, then the bombardment of Okinawa in the spring of 1945 during which *Indianapolis* antiaircraft guns shot down seven enemy planes before the ship was struck by a kamikaze on March 31, inflicting heavy casualties, including 13 dead, and penetrating the ship's hull. McVay returned the ship safely to Mare Island in California for repairs.

On July 16, 1945, the *Indianapolis* sailed from California with a top secret cargo to Hawaii for refueling, then to Tinian where it unloaded its cargo, the uranium and major components of the atomic bomb to be dropped on Hiroshima by the *Enola Gay* on August 6. The *Indianapolis* was then routed to Guam enroute to Leyte in the Philippines.

It was at Guam that the seeds for the destruction of the *Indianapolis* were laid. Hostilities in this part of the Pacific had long since ceased. The Japanese surface fleet no longer existed as a threat, and 1,000 miles to the north preparations were underway for the invasion of the Japanese mainland. These conditions resulted in a relaxed state of alert on the part of those who were to route the *Indianapolis* across the Philippine Sea.

Here is some of the evidence (as indicated in "The Story"):

- Although naval authorities at Guam knew that on July 24, four days before the *Indianapolis* departed for Leyte, the destroyer escort *USS Underhill* had been sunk by a Japanese submarine within range of his path, McVay was not told.
- Although a code-breaking system called ULTRA had alerted naval intelligence that a Japanese submarine (the I-58 by name which ultimately sank the *Indianapolis*) was operating in his path, McVay was not told. (Classified as top secret until the early 1990s, this intelligence -- and the fact it was withheld from McVay before he sailed from Guam -- was not disclosed during his subsequent court-martial.)
- Although no capital ship (unequipped with antisubmarine detection devices such as the *Indianapolis*) had made the transit between Guam and the Philippines without a destroyer escort throughout World War II, McVay's request for such an escort was denied.
- Although the routing officer at Guam was aware of dangers in the ship's path, he said a destroyer escort for the *Indianapolis* was "not necessary" (and, unbelievably, testified at McVay's subsequent court-martial that the risk of submarine attack along the *Indianapolis*'s route "was very slight").

- Although McVay was told of "submarine sightings" along his path, none had been confirmed. Such sightings were commonplace throughout the war and were generally ignored by navy commanders unless confirmed.

Thus, the *Indianapolis* set sail for Leyte on July 26, 1945, sent into harm's way with its captain unaware of dangers which shore-based naval personnel knew were in his path.

Captain McVay's orders were to "zigzag at his discretion." Zigzagging is a naval maneuver used to avoid torpedo attack, generally considered most effective once the torpedoes have been launched. No Navy directives in force at that time or since recommended, much less ordered, zigzagging at night in poor visibility.

At about 11pm on Sunday night, July 29, the *Indianapolis* traveling alone was about halfway across the Philippine Sea. There was heavy cloud cover with visibility severely limited. Captain McVay gave orders to cease zigzagging and retired to his cabin. Minutes later the ship was spotted as an indistinct blur by Japanese submarine commander Mochituru Hasimoto of the I-58. It was coming directly toward him from the east.

Shortly after midnight the ship was struck by two torpedoes and sank in about twelve minutes.

When the ship failed to arrive at Leyte on Tuesday morning, a series of blunders ensued. First, there was confusion as to which area the *Indianapolis* was to report when it arrived. Second, there was no directive to report the non-arrival of a combatant ship. And, third, there was no request to retransmit a garbled message which would have clarified the *Indianapolis'* arrival time. As a result, the surviving crew of the *Indianapolis* was left floating in shark-infested waters until 11am on Thursday, August 2, when Lt. Wilbur C. Gwinn, the pilot of a Ventura scout-bomber, lost the weight from his navigational antenna trailing behind the plane, a loss which was to save the lives of 316 men.

While crawling back through the fuselage of his plane to repair the thrashing antenna, Gwinn happened to glance down at the sea and noticed a long oil slick. Back in the cockpit, Gwinn dropped down to investigate, spotted men floating in the sea, and radioed for help. At 3:30 that afternoon Lt. R. Adrian Marks, flying a PBY Catalina, was the first to arrive on the scene. Horrified at the sight of sharks attacking men below him, Marks landed his flying boat in the sea, and, pulling a survivor aboard, he was the first to learn of the *Indianapolis* disaster.

The Court-Martial



"The charge upon which he was convicted for failing to zigzag contained a phrase 'in good visibility.' The visibility that night was NOT good as all of us know who were there that night."

From statement submitted at September 1999 Senate hearing by Paul J. Murphy, *USS Indianapolis* survivor

Upon their rescue by different vessels, the *Indianapolis* survivors were scattered at various Pacific bases. Captain McVay was taken to Guam where he faced a board of inquiry ordered by Fleet Admiral Chester Nimitz (CINCPAC) which convened on August 13, one day before the sinking of the ship was announced to the public (simultaneously with the announcement that the Japanese had surrendered, thus insuring minimum press attention).

Conceding that they "were starting the proceedings without having available all the necessary data," the board nonetheless recommended a general court-martial for McVay. Admiral Nimitz, however, did not agree and on September 6, six weeks after the disaster, wrote to the Navy's Judge Advocate General opposing a court-martial and stating that at worst McVay was guilty of an error in judgment, but not gross negligence. Nimitz recommended a letter of reprimand which constituted a slap on the wrist but was far from career-ending punishment.

In a CINCPAC report, Nimitz pointed out that the rule requiring zigzagging would not have applied in any event since McVay's orders gave him discretion on that matter and thus took precedence over all other orders (a point which, unbelievably, was never made by McVay's defense counsel during the subsequent court-martial).

Overriding the opposition of both Nimitz and Admiral Raymond Spruance (for whom the *Indianapolis* had served as Fifth Fleet flagship), naval authorities in Washington, specifically Secretary of the Navy James Forrestal and Admiral Ernest King, Chief of Naval Operations, directed that court-martial proceedings be held against McVay, and the trial was scheduled to begin on December 3, 1945, at the Washington Navy Yard.

Captain McVay was notified but not told what specific charges would be brought against him. The reason was simple. The Navy had not yet decided what to charge him with. Four days before the trial began they did decide on two charges. One, failing to issue orders to abandon ship in a timely fashion. And, two, hazarding his vessel by failing to zigzag during good visibility.

Captain McVay was denied his first choice of defense counsel, and a Captain John P. Cady was selected for him. McVay was also denied a delay to develop his defense, and thus Cady, a line officer with no trial experience, had only four days to prepare his case.

It's difficult to understand why the Navy brought the first charge against McVay. Explosions from the torpedo attacks had knocked out the ship's communications system, making it impossible to give an abandon ship order to the crew except by word of mouth which McVay had done. He was ultimately found not guilty on this count.

That left the second charge of failing to zigzag. Incredibly, the Navy brought the commander of the Japanese submarine, Mochituru Hashimoto, to testify at the court-martial which was held at the Washington Navy Yard. Hashimoto implied in pretrial statements that zigzagging would not have saved the *Indianapolis* but was not pressed on this point during the trial itself.

One prosecution witness which they wished they had never called was a veteran Navy submariner named Glynn Donaho. A four-time Navy Cross winner during the war, Donaho was asked by McVay's defense counsel whether "it would have been more or less difficult for you to attain the proper firing position" if the *Indianapolis* had been zigzagging under the conditions which existed that night. His answer was, "No, not as long as I could see the target." It was either deliberately ignored by (or passed over the heads of) the court-martial board, and it was not pursued by McVay's defense.

There was also information withheld from McVay's defense counsel. It involved the testimony of a Captain Oliver Naquin who had been in charge of the routing instructions for the *Indianapolis* from Guam to Leyte. When asked about the risk of enemy submarine activity in the ship's path, Naquin replied "it was a low order" and "the risk was very slight." Being responsible for sending the *Indianapolis* across the Philippine Sea without a destroyer escort, Naquin's response served him well. Later it was learned that Naquin was aware of the submarines in McVay's path, had not told McVay and denied McVay's request for a destroyer escort.

Perhaps the most egregious aspect of McVay's ultimate conviction for failing to zigzag, however, was in the phrasing of the charge itself. The phrase was "during good visibility." According to all accounts of the survivors, including eye-witness accounts of survivors only recently declassified and not made available to McVay's defense at the trial, the visibility that night was severely limited with heavy cloud cover. This is pertinent for two reasons. First, as stated in an earlier section, no Navy directives in force at that time suggested, much less ordered, zigzagging at night with visibility limited. Second, McVay's orders were "to zigzag at his discretion." Thus, when he stopped zigzagging, he was simply following procedures set forth by Navy directives.

It is reasonable to assume from the evidence that a decision to convict McVay was made before his court-martial began. The survivors of the *Indianapolis* are convinced that he was made a scapegoat to hide the mistakes of others, mistakes which included sending him into harm's way without warning and failing to notice when the *Indianapolis* failed to arrive

on schedule, thus costing hundreds of lives unnecessarily and creating the greatest sea disaster in the history of the United States Navy.

McVay was found guilty on the charge of failing to zigzag. The court sentenced him to lose 100 numbers in his temporary rank of Captain and 100 numbers in his permanent rank of Commander, thus ruining his Navy career. In 1946, at the behest of Admiral Nimitz who had become Chief of Naval Operations, Secretary Forrestal remitted McVay's sentence and restored him to duty. McVay served out his time in the New Orleans Naval District and retired in 1949 with the rank of Rear Admiral. He took his own life in 1968.

A Remarkable Parallel to the Story of Captain McVay

<http://www.lusitania.net>

Charles Butler McVay III is not the only sea captain to be blamed by authorities for a disaster beyond his control. There is another officer, Captain William Thomas Turner of the *Lusitania*, whose experience was remarkably similar following the 1915 sinking of his ship off the southern coast of Ireland with the loss of more than 1,200 civilians and crew.

It was a disaster often given as the reason for the entrance two years later of the United States into World War I.

As was the case with Captain McVay, Captain Turner's ship was sunk by torpedoes, and he survived only to be summoned before a British Admiralty board of inquiry anxious to find a scapegoat for such a tragedy.

As was the case with Captain McVay, Captain Turner had not been adequately warned of the submarine threat in his path, and the subsequent inquiry -- at which evidence clearing him of blame for the *Lusitania's* loss was withheld -- left a shameful smear on his name for the rest of his life.

We have established contact with the *Lusitania* Historical Society, and we are proud to salute them for their efforts to clear Captain Turner's name. We both cherish the memories of two gallant sea captains who suffered a similar injustice, but whose reputations have been restored, albeit long after both men were dead, by the passage of time and by the disclosure of facts not revealed at their trials.

Moreover, our two sites are now linked, and you can access their site and the story of Captain Turner (<http://www.lusitania.net>). We highly recommend it to you.

"The Navy's failure to note us missing when we were long overdue in port and then making Captain McVay the scapegoat are the real crimes."

Quote from the late Joseph Kiselica, *USS Indianapolis* survivor, from June 21, 1998 article by Bob Sudyk entitled "Redemption for Sailor Joe" in the Hartford (CN) Courant

Seeking Justice

A Victory in Congress

"The Navy knew that the submarine which sank us was in our path. They did not tell Captain McVay. We were sent into harm's way, then forgotten, by these and many examples of carelessness."

From statement submitted at September 1999 Senate hearing by Michael N. Kuryla Jr., *USS Indianapolis* survivor

A giant step to clear the name of Captain McVay was taken in October of 2000 when legislation was passed expressing the sense of Congress that his "military record should now reflect that he is exonerated" for the loss of the *USS Indianapolis* and the lives of the men lost in that tragedy so many years ago.

When President Clinton signed that legislation on October 30, implying his concurrence, it thus represented the view of both Legislative and Executive Branches of our federal government that Captain McVay was not responsible for the disaster which led to his court-martial, his conviction, his humiliation, and the end of his promising Navy career.

The Survivors Organization would like to express genuine gratitude to those in Congress who helped in the passage of this legislation with special thanks to Senator Bob Smith (R-NH) and Representatives Joe Scarborough (R-FL) and Neil Abercrombie (D-HA). Special thanks also should be extended to young Hunter Scott, of Pensacola, Florida, who, beginning at the age of eleven, renewed interest in and campaigned steadfastly to correct this injustice.

This section is dedicated to the story of how Hunter Scott revived the effort to clear Captain McVay's name over 50 years after his court-martial and how he joined with survivors of the *Indianapolis* and many of their supporters in getting legislation through the Congress.

First, however, it should be emphasized that passage of the legislation did not clear the conviction from Captain McVay's record. As noted in the Introduction, Congress has rules against even considering bills which alter military records.

Background

"All the responses I got back were unanimous, and most were strongly worded in anger and outrage over the court-martial and conviction of their captain."

From testimony at September 1999 Senate hearing by Hunter Scott, describing results of questionnaire he sent to all *Indianapolis* survivors

Although the first organized effort by survivors to clear Captain McVay's name did not commence until 1960 when the Survivors Organization was formally established, it was never able to gain sufficient public attention until 1996 when an eleven-year-old boy, Hunter Scott, for Pensacola, Florida, saw the movie "Jaws" and was moved by the very accurate soliloquy of one of the actors who explained his hatred of the sharks by telling his story of surviving the attack upon the *Indianapolis*.

When told the actor was describing an event which was true, young Hunter began researching the story for what became an award-winning school history project but then, still fascinated, pursued it further, obtaining addresses of all survivors to whom he sent a questionnaire. One of the questions was whether they felt Captain McVay's court-martial was justified and his conviction fair.

As he subsequently testified in a hearing before the Senate Armed Services Committee on September 15, 1999, "all of the responses I got back were unanimous, and most were strongly worded in outrage and anger" over the Navy's treatment of Captain McVay.

These responses set Hunter Scott on a crusade to clear Captain McVay's name. Because of his youth, he attracted media attention which, in turn, attracted the attention of the Survivors Organization and that of his member of Congress, Representative Joe Scarborough. This led to invitations, first to the 1996 survivors' reunion in Indianapolis, then to join a group of survivors in Hawaii in 1997 for a short trip on the nuclear submarine the *USS Indianapolis*.

It also led to a 1997 promise from Representative Scarborough that he would introduce legislation in 1998, and plans were made for Hunter and a group of survivors to travel to Washington to support Scarborough's Bill.

In April of 1998 fifteen survivors and Hunter Scott arrived in Washington and met with members of both House and Senate, urging support for Representative Scarborough's bill (H.R. 3610) which urged a presidential pardon for Captain McVay. Unwittingly, it did not take into consideration the fact that Captain McVay had, in effect, already been pardoned in 1946 when Admiral Nimitz remitted his sentence and restored him to duty.

Thus, when a new Congress convened in 1999, Representative Scarborough introduced a joint resolution (H.J. Res. 48) which, among other things, expressed the sense of Congress that Captain McVay's court-martial was morally unsustainable and that his conviction was a miscarriage of justice. Once again in April of 1999 Hunter Scott and fourteen *Indianapolis* survivors traveled to Washington to meet with key members of Congress in support of the Scarborough resolution.

On this visit they persuaded Senator Bob Smith of New Hampshire to introduce an identical companion measure in the Senate (S.J. Res. 23), and over the ensuing months over 100 House members joined as co-sponsors of the Scarborough resolution and sixteen senators as co-sponsors of the Smith resolution.

A major breakthrough occurred when Senator Smith persuaded Senator John Warner (R-VA), chairman of the Senate Armed Services Committee, to hold a hearing on his joint resolution. The hearing was held on September 14, 1999. Ten survivors came to Washington for the hearing, and seventeen survivors submitted statements for the record.

Witnesses on behalf of Senator Smith's resolution were Hunter Scott; survivors Paul Murphy, Harlan Twible, and Giles McCoy, and Dan Kurzman author of "Fatal Voyage." It was apparent that the eloquent and emotional testimony of these witnesses made an impression on Senator Warner. Additionally, the Navy witnesses had difficulty responding to testimony which clearly indicated that mistakes which caused the sinking of the *Indianapolis* were beyond Captain McVay's Control.

http://www.ussindianapolis.org/senate_hearing.htm for a more complete report on the Senate hearing prepared for the Survivors Organization newsletter and <http://www.ussindianapolis.org/language.htm> to view the language of the legislation.

During 2000 there was a constant stream of letters from survivors and their friends to Senator Warner and consistent support from the media, including an excellent cover article in Parade Magazine on August 20 by Peter Maas entitled "It's Time to Right a Wrong."

In September Senator Smith convinced Senator Warner to add S.J Res. 26 as an amendment to the National Defense Authorization Act of 2001. Because of strong opposition of the Department of the Navy, the language of the resolution was altered to omit any reference to the court-martial being morally unsustainable or the conviction being unjust.

It did, however, express the sense of Congress that Captain McVay's record should reflect that "he is exonerated for the loss of the *USS Indianapolis*," representing acknowledgment at last by the Federal Government that he was not guilty for the tragedy which led to his shameful conviction.

As a footnote, although the Navy admirals had strongly opposed the legislation to exonerate, they must have learned a lesson. Following the terrorist attack on the USS Cole in the Red Sea harbor on October 12, 2001, the Navy decided not to court-martial her captain. It gave as reasons that the captain of the Cole (1) had taken all reasonable precautions to prevent such an attack and (2) had not been adequately warned of the danger to his ship in the harbor.

The same reasons were used in the successful effort to exonerate Captain McVay. It might be concluded that the Navy did not want another controversy on their hands.

**"Perhaps it is time your peoples forgave
Captain McVay for the humiliation
of his unjust conviction."**

From November 24, 1999, letter by Mochitsura Hashimoto,
commander of submarine which sank the *Indianapolis*,
to Senator John W. Warner, Chairman,
Senate Armed Services Committee

Mochitsura Hashimoto

Mochitsura Hashimoto was the commander of the Japanese submarine *I-58* which sank the *USS Indianapolis*. He died on October 25, 2000, at the age of 91, having spent the last years of his life as a Shinto priest in Kyoto, Japan.

For reasons which will be explained, his death saddened many *Indianapolis* survivors. His path was to cross theirs again in years to come.

When the decision was made in November of 1945 to court-martial Captain McVay, a decision was also made to bring Hashimoto to the trial as a witness, and a military plane was dispatched to Japan with an armed escort to bring him to Washington.

Public animosity toward the Japanese was still very high, and using Hashimoto, so recently an enemy, as a witness against a decorated American officer created a storm of controversy both in the media and in the halls of Congress.

Dan Kurzman interviewed Hashimoto for his 1990 book "Fatal Voyage," however, and wrote "Commander Hashimoto was amazed by the Americans. While penned up in his dormitory during the trial, he was treated more like an honored guest than an enemy officer who had caused the deaths of so many American boys." (His treatment by the Navy undoubtedly stemmed from the fact that he was to be one of their witnesses in the prosecution of Captain McVay.

The charge against Captain McVay was that he had hazarded his ship by failing to zigzag at the time Hashimoto's torpedoes struck, and Hashimoto confounded the prosecution by stating that he would have been able to sink the *Indianapolis* whether it had been zigzagging or not, testimony which appeared to have no impact at all on the court-martial board which found McVay guilty anyway, and Hashimoto was returned to Japan.

On December 7, 1990, with the war's bitterness faded, survivors of the *Indianapolis*, including Giles McCoy, met Hashimoto in Pearl Harbor on the 49th anniversary of that attack.

Speaking through a translator, Hashimoto told McCoy, "I came here to pray with you for your shipmates whose deaths I caused," to which McCoy, apprehensive about encountering the man who had caused him so much pain and sorrow but touched by Hashimoto's comment, replied, "I forgive you."

Nine years later Hashimoto responded to this forgiveness by volunteering support to the survivors in their efforts to clear Captain McVay's name.

In 1999, when a Japanese journalist was interviewing the elderly Shinto priest about his life and about the sinking of the *Indianapolis*, she informed him that an effort was being made in the United States Congress to exonerate Captain McVay. Hashimoto told her he would like to help, an offer which was relayed by e-mail to young Hunter Scott in Pensacola, Florida, who suggested that Hashimoto write a letter to Senator John Warner, chairman of the Senate Armed Services Committee, and passed on Warner's address.

The text of that letter follows:

*"November 24, 1999
Attn: The Honorable John W. Warner
Chairman, Senate Armed Services Committee
Russell Office Building, Washington, D.C. 20510*

"I hear that your legislature is considering resolutions which would clear the name of the late Charles Butler McVay III, captain of the USS Indianapolis which was sunk on July 30, 1945, by torpedoes fired from the submarine which was

under my command.

"I do not understand why Captain McVay was court-martialed. I do not understand why he was convicted on the charge of hazarding his ship by failing to zigzag because I would have been able to launch a successful torpedo attack against his ship whether it had been zigzagging or not.

"I have met may of your brave men who survived the sinking of the Indianapolis. I would like to join them in urging that your national legislature clear their captain's name.

"Our peoples have forgiven each other for that terrible war and its consequences. Perhaps it is time your peoples forgave Captain McVay for the humiliation of his unjust conviction.

*Mochitsura Hashimoto
former captain of I-58
Japanese Navy at WWII
Umenomiya Taisha
30 Fukeno Kawa Machi, Umezu
Ukyo-ku, Kyoto 615-0921, Japan"*

Hashimoto's letter received press attention during the effort to clear Captain McVay's name, and, as a result, it no doubt helped in getting Congress to exonerate him. For some reason, however, it was not included in the Senate Armed Services Committee report.

Meanwhile, some very interesting comments by Hashimoto were revealed in an English translation of his interview with the same journalist who acted as the go-between in arranging his letter to Senator Warner. Here are some excerpts from that interview in which Hashimoto speaks about his involvement in the court-martial of Captain McVay:

"I understand English a little bit even then, so I could see at the time I testified that the translator did not tell fully what I said. I mean it was not because of the capacity of the translator. I would say the Navy side did not accept some testimony that were inconvenient to them ... I was then an officer of the beaten country, you know, and alone, how could I complain strong enough?"

When asked how he would feel to have his views known about the court-martial, here was his response:

"I would feel great. It will be pleasant. No matter what the occasion would be. Because at the time of the court-martial I had a feeling that it was contrived from the beginning" and

"I wonder the outcome of that court-martial was set from the beginning."

When told of the efforts of young Hunter Scott to clear Captain McVay's name, Hashimoto replied as follows:

"This is the first time I am informed about Hunter Scott. Well, that's fine ... I hope he will succeed (in his effort) because it's a good thing to do."

The little Shinto priest and a former wartime foe had joined the *Indianapolis* survivors in their quest for justice.

"...my firm belief, shared by all of us who survived, is that he was wrongly court-martialed. We believe there were many mistakes which contributed to the sinking, but they were not made by Captain McVay."

From statement submitted at September 1999 Senate hearing by Woody James, *USS Indianapolis* survivor

12/20/2011 Award Ceremony For Boy Scout Troop 378



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Joe Mattingly

Kevin Wilcott

Reymon Garcia



Andrew Wilcott

Andrew Crespin

Andrew Wright

Cole Garcia



David Sturmer

Dylan Miller

Jose Guerra

T.J. Mattingly

VETERANS OF FOREIGN WARS

John H. O'Brien

Post 6331

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41-50	\$375.00	\$34.09
51-60	\$335.00	\$30.45
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March

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
				1 Scout of the Year Post Deadline	2	3
4	5	6	7	8	9	10 Dept. Youth Awards Carnival Golden Post 4171
11 Daylight Savings Time Begins (Set Clock Ahead)	12	13	14	15	16	17
18 Dist. 10 Memorial Svc Practice @ 9:00 AM Svc/Bus Meet. 11:00 AM	19	20	21	22	23	24 Pre-Council & Woerkshops Grand Junction Post 1247
25	26	27	28  Regular Meeting Post 6331 @ TREA 6:30 PM	29	30 Youth Supporting Troops To Department	31

2012

April

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
1 Palm Sunday Colorado Veteran Deadline	2	3	4	5	6 Good Friday Office Closed	7
8  Easter Sunday	9	10	11	12	13 Grand MOC & MOCA Convention Post 9644	14 Grand MOC & MOCA Convention Post 9644
15	16 National Volunteer Week	17 National Volunteer Week	18 National Volunteer Week	19 National Volunteer Week	20 National Volunteer Week	21 National Volunteer Week
22	23	24	25  Regular Meeting Post 6331 @ TREA 6:30 PM	26	27	28 Salute to Service Awards Dinner TBA
29	30					

2012