

# EXTENSIONS OF REMARKS

## COMMEMORATING THE 50TH ANNIVERSARY OF END OF WORLD WAR II

HON. JIM SAXTON

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, December 18, 1995

Mr. SAXTON. Mr. Speaker, as we draw to a close of 1995 I thought it appropriate to once again remember the 50th anniversary of World War II. Our Nation owes deep gratitude to the men and women who proudly served our country during its time of need.

One such veteran, a constituent of the Third District of New Jersey, Harold Loeffler, served aboard the USS *Missouri* during World War II. While serving on the *Missouri*, Mr. Loeffler witnessed the signing of the Japanese surrender. In a letter by Mr. Loeffler to my office, he expressed his thoughts on the battleship and the war. I have included his letter and a history of the USS *Missouri*, as it appeared in the commemorative program honoring the battleship, 10-2-95, so that they may help us remember our victory 50 years ago.

### WE ARE THE LAST

We are the last. After we are gone there will be no more. No one will follow in our wake. For over 100 years we were the pride of the Navy. We were battleship sailors!!!

We were with Dewey at Manila. We died on the Maine in Havana. We manned the dreadnaughts and sailed around the world in Teddy Roosevelt's Great White Fleet. We patrolled the Atlantic during the "War To End All Wars" as the 6th Battle Squadron in the British Grand Fleet.

As the battleships grew larger we grew with them becoming more technically skilled as improvements in armament, engineering and communications advanced. As technology progressed, we progressed to be the finest sailors in the world. . . . Battleship Sailors!

Then came Pearl Harbor. We gallantly fought off the sneak attack. We saved what we could to fight another day, but our losses were devastating. Every battleship sustained damage. The Arizona became a water mausoleum for her ghostly heroic crew.

Fittingly, when the end came, the surrender instruments were signed aboard a battleship!

Extended life was given battleships with Korea, Nam, the Mid-East and Desert Storm and now they are needed no more. The last were removed from the Naval Registry in August 1995.

We are the last. After we are gone there will be no more. No one will follow in our wake. For over 100 years we were the pride of the Navy. We were BATTLESHIP SAILORS!

### HISTORY OF THE U.S.S. MISSOURI (BB-63)

The U.S.S. MISSOURI was built by the Navy Yard, New York, her keel being laid on 6 January 1941. She was Christened by Miss Margaret Truman on 29 January 1944, and placed in full commission by the Commandant Navy Yard, New York on Sunday, 11 June 1944. Captain William M. Callaghan, U.S. Navy, accepted the ship and assumed command.

The ship remained in New York Harbor until 3 August 1944, then operated in Chesapeake Bay until 21 August 1944. On that date the U.S.S. MISSOURI departed for the Gulf of Paria, Naval Operations Base, Trinidad, B.W.I., arriving on 25 August 1944. The ship conducted gunnery, flight, engineering and other shakedown exercises in the area until 17 September 1944. MISSOURI then returned to New York. The ship remained in New York Harbor until final departure with Task Group 27.7 on 11 November 1944 for Cristobal Canal Zone. Transited the Panama Canal and arrived in Balboa on 18 November on which date the ship joined the Pacific Fleet. Departure from the Panama Canal Zone was in company with Task Unit 12.7.1 on 19 November and the ship arrived in San Francisco Bay on 28 November. The U.S.S. MISSOURI escorted by the destroyers BAILEY and TERRY departed San Francisco on 18 December 1944 as Task Unit 12.7.1 and entered Pearl Harbor, T.H. on 24 December 1944. The U.S.S. MISSOURI as part of Task Unit 12.5.9 departed Pearl Harbor on 1 January 1945 headed westward. On 13 January 1945 the MISSOURI arrived at Ulithi, Western Caroline Islands and reported to Commander Third Fleet for duty and on 26 January to Commander Fifth Fleet. The ship operated from Ulithi conducting provisioning and training exercises until 10 February 1945.

### 10 FEBRUARY TO 5 MARCH 1945

The ship departed Ulithi Anchorage on 10 February 1945 in Task Group 58.2 and operated in Task Force 58 during the period from 10 February to 5 March in preparation for and support of the Iwo Jima operation. As part of Task Force 58 the ship participated in the first East Carrier Task Force strikes against Tokyo on 16 and 17 February 1945. The anticipated opposition to these strikes did not materialize. However, on the evening of 19 February, while steaming off Iwo Jima, several small groups of unidentified aircraft were discovered by radar to be closing the formation. The ship opened fire on one of these targets and an enemy aircraft tentatively identified as a "Helen" burst into flames and crashed for a successful conclusion to the ship's first action against the enemy.

The ship participated as part of Task Force 58 in the 19 to 23 February air strikes in support of the landing forces on Iwo Jima, the 25 February strikes against the Tokyo area and the 1 March 1945 strikes against Okinawa Shima.

### 5 TO 13 MARCH 1945

As part of Task Force 58, the ship remained at anchor in Ulithi Anchorage engaging in routine repairs and replenishment from 5 to 13 March. On 9 March the ship was reassigned from Task Group 58.2 to Task Group 58.4.

### 14 MARCH TO 14 JUNE 1945

The ship departed Ulithi Anchorage on 14 March as part of Task Force 59 and following exercises in company with Battleship Squadron Two on 14 and 15 March, the MISSOURI joined Task Group 58.4 on 16 March. As part of Task Force 58 the ship participated in the 18 and 19 March carrier aircraft attacks against Kyushu and the Island Sea area. During the afternoon and night of 17 March enemy aircraft were known to be in the vicinity of the Task Force, however, none closed to within range of the ships of the formation. At 0741 on 18 March an enemy plane succeeded in dropping a bomb on the U.S.S.

Enterprise which was in formation off the MISSOURI's port bow. At 0805 this ship together with others in the formation opened fire at an enemy plane identified as "Nick" or "Helen". The plane burst into flames and unsuccessfully attempted to crash the U.S.S. Intrepid. At 0828 and 0850 the ship opened fire on enemy planes. The first was observed to be damaged when the ship ceased fire and was later splashed by the Combat Air Patrol while the second was downed by gunfire. At 1316 the MISSOURI opened fire at a plane which dropped a bomb near the U.S.S. Yorktown and at 1320 fired upon a plane which approached to 2,500 yards. Both of these planes were destroyed by gunfire. A number of enemy planes remained out of range in the vicinity of the formation until 2115 when the last plane of the day was splashed by a night fighter.

On 19 March eight enemy raids were tracked by radar before sunrise but none closed to within range. At 0708 firing was seen on the horizon and almost immediately a carrier in Task Group 58.2 was seen to burst into flame. This carrier was later identified by TBS as the U.S.S. Franklin. During the balance of the day there were a number of alerts and enemy planes were downed by the Combat Air Patrol but none approached within range of the formation. During the period 19 to 21 March there were numerous reports of enemy aircraft in the area, however, these were either accounted for by the Combat Air Patrol or did not approach within range of MISSOURI's guns.

On 24 March the ship, with others, was detached from Task Group 58.4 to form Task Force 59. As part of Task Force 59 the ship participated in the bombardment of southeastern Okinawa Shima on March 24. This was accomplished at extreme range and accurate assessment of damage was therefore, not possible. Thereafter the ship fueled and rejoined Task Group 58.4 on 26 March 1945 and as part of Task Force 58 the ship continued to operate off Okinawa Gunto and participated in strikes against Kyushu until May 6. During this period there were frequent alerts and enemy aircraft were destroyed by Combat Air Patrol in the vicinity. The ship opened fire on 29 March 1945 on a plane which unsuccessfully attempted to dive upon the U.S.S. Yorktown and on 7 April the ship was with Task Force 58 during the air strikes which sank the Japanese battleship Yamato.

On 11 April 1945, Task Force 58 was engaged in neutralizing sweeps against southern Kyushu airfields. During the morning one enemy raid was destroyed by the Combat Air Patrol. At 1330 several groups of unidentified planes were reported approaching the formation. By 1340 reports had been received that 13 enemy planes had been splashed and that 3 others were approaching the formation at high speed and low altitude. At 1442 the ship opened fire on a low flying "Zeke" and although many hits were observed, the pilot succeeded in crashing the side of the MISSOURI immediately below the main deck at frame 169 on the starboard side. Parts of the plane were scattered along the starboard side of the ship and the pilot's mutilated body landed aboard. One wing of the plane was thrown forward and lodged near 5 inch mount number 3 where gasoline started a fire which was rapidly extinguished. The ship sustained only superficial damage and none

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

of the ship's company was injured. Later during the day the ship unsuccessfully fired upon a twin engine plane which passed approximately 12,000 yards astern of the ship. Enemy planes were known to be in the vicinity during the night and at 2327 the ship commenced firing at a twin engine plane which crashed approximately one minute later. On the next day, ships on the other side of the formation fired upon one enemy plane and enemy snoopers were in the vicinity during the period from 12 to 14 April 1945, but the MISSOURI did not open fire.

On 16 April Task Force 58 was again conducting raids in support of the landing forces on Okinawa Shima and strikes against the Japanese airfields on southern Kyushu. At 0038 the first Japanese planes approached the formation but retired after being fired upon by ships of the screen. From this time until 1303 numerous reports of enemy planes were received but none closed to within range. At 1303 a group of planes which later developed to be Kamikazes were discovered heading for the formation. Shortly after 1326 the ship opened fire on a low flying "Zeke" which crashed close aboard the U.S.S. Intrepid. Two minutes later fire was opened on a second "Zeke" and when hit the pilot of this plane attempted to crash the MISSOURI. The wing tip of this plane struck the ship's aircraft crane on the stern and the "Zeke" crashed a short distance astern exploding violently. Debris was thrown aboard ship but only minor material damage was sustained. At 1335, nine minutes after the ship opened fire on the first plane, a third plane identified as a "Hamp" was fired upon while diving on the ship. The "Hamp" burst into flame, passed over the ship at an altitude of about 300 feet and crashed close aboard off the starboard bow. One minute later two planes dove on the U.S.S. Intrepid. One succeeded in crashing her and the other was destroyed. From 1514 to 1516 the ship fired upon two planes. One of these crashed forward of the Intrepid and the other close aboard a destroyer. Two minutes later a third plane which passed 6,000 yards astern of the ship was fired upon and disappeared over the horizon. Shortly thereafter a plane was observed to crash and burn in that general direction. During the remainder of the afternoon planes were shot down by other Task Groups but none came within range of the ship. At 2050 and 2110 the ship opened fire on planes which came within 5 inch gun range and both immediately withdrew. Enemy planes dropped window in the vicinity during the balance of the night but none closed the formation.

On 17 April a 35 plane raid was destroyed by the Combat Air Patrol approximately 60 miles from the formation. However, no enemy planes closed the formation. During the night the ship had a surface radar contact which was later developed by destroyers of the screen and resulted in a kill on an enemy submarine on the following day. There was no enemy activity from April 23 to April 28.

On 29 April enemy aircraft was reported destroyed by the Combat Air Patrol in the morning. At 1645 the ships of the formation including the MISSOURI fired upon and downed one enemy plane. Later during the early morning of 30 April, night fighters splashed enemy planes in the vicinity of the formation but no ships fired during that day.

On May first, second, and third, no enemy planes were known to be in the area and on May four and five, although Japanese planes were splashed by the Combat Air Patrol, none approached the formation. On 6 May the MISSOURI was detached from Task Group 58.4 and proceeded to Ulithi Anchorage Fleet. The ship arrived in Ulithi on 9 May and remained there until 17 May. On 14

May Captain W. M. Callaghan, USN, was detached from duty as Commanding Officer of the MISSOURI and was relieved by Captain S. S. Murray, USN, the ship departed Ulithi on 17 May and arrived Apra Harbor, Guam on 18 May where, at 1527 Admiral W. F. Halsey, USN, Commander Third Fleet, hoisted his flag aboard the U.S.S. MISSOURI.

The ship and screening destroyers McNair and Wedderburn formed Task Group 30.1 on 21 May and departed Apra Harbor for Hagushi Anchorage, Okinawa Shima, arrived 26 May. While at Hagushi Anchorage on 26 May the ship was twice alerted for air attacks but none developed in the immediate vicinity. The ship departed Hagushi Anchorage in the afternoon of 27 May and conducted a bombardment of targets on southeastern Okinawa Shima in support of the occupying forces, and then proceeded to rendezvous with Task Force 38 off eastern Okinawa Shima. At midnight of 27 May command of all forces of the Fifth Fleet passed to Commander Third Fleet. The MISSOURI rejoined Task Group 38.4 on 28 May. The Task Force remained off Okinawa Gunto with the carriers furnishing air support to the occupation forces. There was no enemy air activity in the vicinity of the Task Force from 28 May to 10 June although during this period the force again conducted strikes on 2 and 3 June against the Kyushu airfields. On 4 June reports of a typhoon 50 miles south southwest of the Task Force were received and the Task Force withdrew from position in the path of the typhoon. Heavy weather was experienced during 5 May and very minor damage was sustained by the ship due to the heavy seas. On 8 June the Force returned to strike southern Kyushu airfields and on 9 and 10 June air strikes were made against the islands of Daito Shoto. On 10 June Task Force 38 commenced retiring to San Pedro Bay, Leyte, P.I., arriving on 13 June 1945. The period 14 June to 1 July was spent in upkeep, provisioning and recreation at Leyte Anchorage.

#### 1 JULY TO 15 AUGUST 1945

The MISSOURI departed Leyte on the morning of 1 July and the first eight days at sea were spent in exercise periods under Unit, Group and Task Force Commanders, while the Task Force was heading in a general northerly direction. On the evening of 9 July a high speed run toward the Tokyo area commenced. At 0400 on the tenth the various air strikes against airfields in the Tokyo area commenced and although enemy aircraft were reported none succeeded in getting through the air patrol. The Task Force proceeded northeast on 11 July and on 13 July was off northern Honshu and Hokkaido prepared for air strikes which it developed could not be made on account of poor weather and low visibility. On the fourteenth the air strikes against northern Honshu and Hokkaido shipping and airfields were made. On 15 July the MISSOURI joined Task Unit 34.8.2 for the bombardment of industrial targets located in Muroran Hokkaido. No opposition developed during the approach, nor was there return fire from shore while the Task Unit shelled the Nihon Steel Works and Wanished Iron Works between 0935 and 1027 (Item) with good results. The MISSOURI rejoined Task Group 38.4 in the evening and proceeded south to fuel on 16 July. The Task Force was in position on 17 July to conduct air strikes against airfields in the Tokyo area. However, the weather was again unfavorable for air operations. In the afternoon of the 17th the MISSOURI again joined Task Unit 34.8.2 and proceeded to bombard the Hitachi area, Honshu. There was again no opposition to the approach of the bombardment group and no return fire during the bombardment of industrial targets in the Hitachi

area from 2315 on 17 July to 0600 on 18 July. The bombardment was conducted in exceedingly poor weather which made spotting or illumination of targets as well as determination of the bombardment results impossible.

On 18 July the MISSOURI rejoined Task Group 38.4 which conducted air strikes against targets in the Tokyo area on that day. During 20, 21 and 22 July the most extensive replenishment of fuel, ammunition and provisions were attempted at sea was completed and on 23 July the Task Force again was en route for strikes against combatant shipping in the Kure-Kobe area of the Inland Sea and although enemy planes were reported in the vicinity none succeeded in evading the Combat Air Patrol. Poor weather had prevailed during these strikes and they were therefore repeated on 28 July, again with no enemy air activity over the Task Force. On the twenty-ninth a return to the Tokyo area commenced and on 30 July aircraft of the Task Force hit the Tokyo-Nagoya area. Again there was no enemy air opposition over the Task Force. The first six days of August were spent in fueling and maneuvers to avoid the paths of two typhoons which moved north along the Japanese coast. On 7 August the Task Force commenced a run to position to strike northern Honshu and Hokkaido, however, on 8 August fog and low visibility prevented flight operations and the Task Force proceeded south in search of more favorable weather. On 8 August Japanese aircraft were encountered by the Combat Air Patrol and on 9 August the picket destroyers of the formation had been under attack and at 1610 a "Grace" was splashed astern of the MISSOURI and close aboard the U.S.S. Wasp. Due to the Missouri's position in the formation the 40 MM guns only were able to fire at this plane. The tenth to twelfth of August were spent in replenishment and many conferences of Task Force and Group Commanders were held aboard the MISSOURI as a result of the information received concerning Japanese surrender proposals.

On 13 August other Task Groups of Task Force 38 were under air attack but no enemy aircraft were over Task Group 38.4. 14 August was spent in getting into position for further strikes against the Tokyo area. These strikes were launched on 15 August but were recalled as a result of an urgent dispatch from CincPac. At 1109, by direction of Commander Third Fleet the MISSOURI's whistle and siren were sounded for a period of one minute while battle colors were broken and Admiral Halsey's personal flag was raised in official recognition of the end of active hostilities against the Japanese Empire. During this day the Combat Air Patrol splashed Japanese aircraft in the vicinity of the Task Force but none penetrated the patrol.

From 15 to 26 August the MISSOURI operated off the coast of Japan awaiting orders to proceed with the occupation of Japan. On 27 August the MISSOURI and escorting destroyers proceeded into Sagami Wan, Honshu, having taken aboard Japanese emissaries and a pilot. The 28th of August was spent at anchor and on 29 August the MISSOURI got underway and entered Tokyo Bay anchoring off Yokosuka Naval Station at 0925.

The ship remained at anchor in Tokyo Bay without incident, until 2 September on which day the formal document of the Japanese surrender was executed aboard the U.S.S. MISSOURI. On that day Fleet Admiral C. W. Nimitz boarded the MISSOURI at 0805 and his personal flag was broken. At 0843 General of the Army Douglas MacArthur came aboard. At 0856 the Japanese representatives arrived and between 0902 and 0906 the Japanese representatives signed the Instrument of Surrender and two minutes later

General MacArthur signed the Instrument. The ceremony was completed at 0925 and the various dignitaries departed the ship. Thereafter the MISSOURI remained at anchor in Tokyo Bay until 6 September 1945, when she departed for Apra Harbor, Guam. Admiral William F. Halsey transferred his flag as Commander Third Fleet to the U.S.S. South Dakota on 5 September 1945. Passage from Tokoyo Bay to Guam was without incident and the MISSOURI arrived in Apra Harbor on 9 September. The ship departed Guam with homeward bound veterans on 12 September 1945 and arrived Pearl Harbor, T. H. on 20 September 1945.

#### POST WORLD WAR II

On 29 September 1945, MISSOURI departed Pearl Harbor and headed for the Eastern seaboard of the United States. Transiting the Panama Canal, she headed for New York where she became the flagship of Admiral Jonas Ingram, Commander in Chief, United States Atlantic Fleet, on 24 October 1945. On 27 October 1945, the MISSOURI boomed out a 21 gun salute as she was boarded by President Harry S. Truman during Navy Day celebration ceremonies.

After overhaul in the New York Yard, and a training cruise to Cuba, the MISSOURI was on her way to Gibraltar in March 1946. From there she passed into the Mediterranean on a goodwill mission that served also as an impressive demonstration of American military power. Her presence symbolized U.S. support for the rights and freedom of Greece and Turkey, both in danger of being drawn into the Soviet orbit of satellite states.

In Rio de Janeiro, on 2 September 1947, the MISSOURI was again a symbol of American strength in support of its allies against the advances of Communist aggression. The MISSOURI provided the site for President Truman to sign the Rio Treaty which made the Monroe Doctrine a multilateral pact. Business and ceremonial duties concluded, President Truman, accompanied by Mrs. Truman and his daughter Margaret, returned to the United States aboard the battleship. From 23 September 1947 to 10 March 1948, the MISSOURI was in the New York Navy Yard for overhaul and then went on a training cruise to Guantanamo Bay, Cuba. She arrived in Annapolis in June to take on midshipmen for a training cruise to Portugal, France, Algeria and back to Cuba.

On 17 January 1950, heading to sea from Hampton Roads, the MISSOURI ran aground. It was 0825, close to high tide, when the battleship ran aground 1.6 miles from Thimble Shoals Lights near Old Point Comfort. She traversed shoal water a distance of three ship lengths, about 2,500 feet, from the main channel. Lifted about seven feet above the water line, she stuck hard and fast. It took many tugs, pontoons, and an incoming tide to free her finally on 1 February. The incident provided Navy personnel with valuable experience in extensive and diverse salvage work.

#### KOREA

Until called to support United Nations Forces in embattled Korea in 1950, the MISSOURI trained thousands of naval reserves, midshipmen, and other naval personnel on cruises from New England to the Caribbean and across the Atlantic to English and European waters.

Leaving Norfolk 19 August 1950, MISSOURI became the first American battleship to reach Korean waters just one day in advance of the Inchon landings on 15 September 1950. On arrival off Kyushu, Japan, MISSOURI became the flag ship of Rear Admiral A.E. Smith, and the next day was bombarding Samchok in a diversionary move coordinated with the Inchon landings.

In company with the cruiser U.S.C. Helena and two destroyers, she helped prepare the way for the Eighth Army offensive. In a bombardment of the Pohang area 17 September 1950, Missouri's 16-inch shells assisted the South Korean troops in the capture of that town and their advance to Yongdok.

Her bombardment of the Mitsubishi Iron Works and the airfield at Chongjin on 12 October were a significant factor in the advance of American and other United Nations forces embattled ashore. Her guns did considerable damage to marshaling yards and a strategic railroad bridge on the Tanchon area. She moved on to bombard Wonsan and then moved into Hungnam 23 December 1950. Her powerful guns hit enemy troop concentrations, command posts, and lines of communication, providing cover for the evacuation of the last of the UN troops from Hungnam on Christmas Eve, 1950. In the opening weeks of 1951, MISSOURI continued coastal bombardment aimed at destroying transportation facilities and disrupting the flow of enemy reinforcements and supplies to central Korea. She joined a heavy bombardment group off Kansong on 29 January 1951 in a simulated amphibious assault which provided a diversion some 50 miles behind the enemies front lines.

During the first week of February, she gave fire support to assist the advance of the Tenth U.S. Army Corps in the area of Kangnung. She systematically bombarded transportation facilities and enemy troop concentrations in the vicinity of Tanchon and Songjin. She made similar gun strikes between 14 and 19 March at Kojo Wan, Songjin, Chaho, and Wonsan aimed primarily at transport complexes necessary for the continued reinforcement and supply of enemy forces in central Korea.

Then, on 28 March 1951, MISSOURI was relieved of duty in the Far East and left for the United States and Norfolk, arriving there 27 April 1951. She again joined the Atlantic Fleet to train midshipmen and other prospective naval officers until 18 October 1951 when she entered Norfolk Naval Shipyard for an overhaul which lasted until January 1952. On 4 August 1952, MISSOURI was again in the Norfolk Naval Shipyard for overhaul being prepared for her second tour of the Korean Combat Zone. She stood out of Hampton Roads 11 September 1952, and by end of October, as flagship of the U.S. Seventh Fleet, she was providing seagoing artillery support to Republic of Korea troops in the Chaho area.

Throughout the remaining months of 1952, MISSOURI was on "Cobra Patrol" along the East coast of Korea. She participated in a combined air-gun strike at Chongjin on 17 November and on 8 December was bombarding in the Tanchon-Songjin area. The next day it was Chaho, and 10 December Wonsan felt the power of her guns. During the bombardment of the Hamhung and Hungnam areas MISSOURI lost three of her men when her spotter helicopter crashed into the wintry sea on 21 December 1952. On patrol in early 1953, MISSOURI made repeated gun strikes running swiftly just 25 miles offshore in direct support of troops on land. Missouri sustained a grievous casualty 26 March, when her Commanding Officer, Captain Warner R. Edsall suffered a fatal heart attack while conning her through submarine nets at Sasebo, Japan. Her last fighting mission of the Korean War was on 25 March 1953 was to resume "Cobra" patrol where she bombarded the Kojo area.

The MISSOURI was relieved as flagship on 6 April 1953 and left Yokosuka the following day to return to the Atlantic Fleet. She arrived at Norfolk 4 May 1953 and put out almost immediately for a midshipman training cruise to Brazil, Trinidad, Panama, and

Cuba. She was back again for overhaul in the Norfolk Naval Shipyard from 20 November 1953 to 2 April 1954. In May, she picked up midshipmen from Annapolis and started a training cruise to Europe. Standing out of Hampton Bays, MISSOURI aligned with the other Iowa Class battleships for the one and only time. IOWA, NEW JERSEY, MISSOURI, and WISCONSIN sailed together as the future "Strength for Freedom." MISSOURI visited the ports of Lisbon, Portugal and on 6 June 1954, the Port of Cherbourg, celebrating the 10th anniversary of the Normandy landings or "D-Day." In August she left Norfolk for the west coast and inactivation. MISSOURI traversed the Panama Canal and made ports of call in Long Beach, San Francisco, and Seattle where tens of thousands of citizens visited the ship. The ship then went to the Bremerton Naval Shipyard for mothballing. There she was decommissioned 26 February 1955 and assigned to the Bremerton Group, U.S. Pacific Reserve Fleet.

MISSOURI served as headquarters ship of the Bremerton Group where she was open year round to visitors. As many as 100,000 people a year visited MISSOURI to see the place on her deck where the Japanese surrendered ending the Second World War.

#### NEW BIRTH

After almost 30 years at rest, MISSOURI, on 14 May 1984 left her berth in Bremerton and was towed to the Long Beach Naval Shipyard for modernization and scheduled recommissioning in June, 1986. MISSOURI was recommissioned in San Francisco and departed on an around-the-world shakedown cruise, the first battleship to circumnavigate the world since President Theodore Roosevelt's "Great White Fleet" of 1907-1909. The ship was home ported in Long Beach, California.

In 1987, MISSOURI journeyed to the troubled waters of the Persian Gulf, supporting operations near the Strait of Hormiz. During 1988, MISSOURI participated in the Rim of the Pacific (RimPac) Exercise off the coast of Hawaii. Following a routine shipyard period in early 1989, MISSOURI returned to sea and later in the year participated in Pacific Exercise (PacEx) '89 and visited Pusan Korean.

#### PERSIAN GULF

MISSOURI deployed to the Persian Gulf in support of Desert Shield. On the first day of Desert Storm, she fired her 16" guns at Iraqi targets inside Kuwait. The USS Nicholas (FFG-47) escorted her in and she began shelling targets first. From 4-6 February, she fired 112 16" shells, along with Tomahawk missiles. The ship was finally relieved by the USS Wisconsin.

As for the 1990's, MISSOURI is as she was during the 1940's; ready for sea and always ready to answer the call of battle. In November, 1993, MISSOURI departed Long beach for Pearl Harbor, where she was the host ship for the 50th anniversary of the attack on Pearl Harbor. She returned to Long Beach and was decommissioned on March 31, 1992. She was towed to the Bremerton, Washington shipyard where she has rested as part of the Naval Reserve Fleet.

On 2 September 1995, the U.S.S. MISSOURI ASSOCIATION, INC. will hold ceremonies at the ship in Bremerton, WA, honoring those who have served aboard the ship and have passed on, as well as those who have served aboard at the time and are attending the 50th anniversary of the surrender signing.

Upon call, MISSOURI will still be a powerful and fearful dreadnought in the best tradition of the U.S. Navy.

Postscript: On the 5th of January 1995, the Department of the Navy Chief of Naval Operations, by reference of President Clinton and the Board of Inspection and Survey, recommended that the Iowa Class Battleship,

including the U.S.S. MISSOURI, be stricken from the Naval Vessel Register. This was approved by the Secretary of the Navy John H. Dalton on 12 January 1995 and the ships await their final destiny. (2 September 1995)

SALUTE TO ST. LOUIS EARTH ANGELS

HON. WILLIAM (BILL) CLAY

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Monday, December 18, 1995

Mr. CLAY. Mr. Speaker, too often we hear about young people who are involved with drugs or engaged in other criminal activities. Newspaper and television reports about troubled youths and gang violence in cities across the Nation are almost routine stories which can overshadow the achievements of the majority of responsible, hard-working young people. I would like to take this opportunity to pay tribute to a very special group of young St. Louisians, the Earth Angels. These outstanding young innercity residents are committed to protecting the environment and advancing social justice. They are making many positive contributions to our community and deserve recognition.

Earth Angels operates under the auspices of the Guardian Angel Settlement Association of St. Louis and the Missouri Department of Conservation. Originally known as Dolphin Defenders the Earth Angels organization now comprises three environmental clubs with 100 members. The children are dedicated to preserving the natural environment and improving the quality of life for all living things. The Earth Angels have vision and imagination. They look beyond their own personal struggles in life and focus their energies on preserving and nurturing life for other. To this end the Earth Angels have undertaken a number of environmental enhancement projects throughout the St. Louis community. In scores of little ways they are making a big difference.

The Earth Angels have adopted two lakes which the children maintain in St. Louis' Forest Park and at the Busch Wildlife Reserve. They also conduct regular neighborhood cleanup projects. They have studied how ground pollution impacts water systems and the environment and they are working to help end this pollution problem.

Earth Angels children have established a grow lab where they are growing trees from acorns in hopes of establishing a young pin oak grove. They are also engaged in massive recycling efforts. The Earth Angels have: recycled over 350,000 aluminum cans in 6 years, reclaimed and recycled over 49,000 pounds of glass in 2½ years, reclaimed 1,522 abandoned tires in 2 years, recycled over 200 pounds of scrap lead and 500 pounds of cast iron and countless plastic containers. The Earth Angels are now working to establish a battery recycling program.

At the Delmar Metro Link Station the Earth Angels have established a model prairie garden of native Missouri prairie plants. They plan to add a brick walk—using reclaimed bricks—and a small wetland area at the bottom of the garden. This garden is not just an aesthetic enhancement at the light rail station but a place where children are taught more about ecosystems, food chains, and biodiversity.

The Earth Angels have also shown a very special awareness and compassion for young people who are the victims of violence. They have established a Forest of Life project which plants one tree, in a special area of Forest Park, for each child killed by violence in the city of St. Louis.

Earth Angels children are studying science and nature in order to promote life. In their many undertakings, these children are improving both their own life skills and the quality of life around them. The Earth Angels inspire others with their passion for learning and willingness to help solve community problems. These young people are our hope for the future. I congratulate each member of the Earth Angels and wish them every continued success in all their future endeavors.

HIS EMINENCE METROPOLITAN VIKENTIOS HONORED FOR SERVICE TO GREEK ORTHODOX COMMUNITY

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, December 18, 1995

Mrs. MALONEY. Mr. Speaker, I rise to bring to your attention a terrific community leader from my district in Astoria, Queens.

His Eminence Metropolitan Vikentios was born in Athens, Greece where he received his basic education. After graduation from high school, he enrolled at the Theological School of Jerusalem in Israel and graduated with honors. His educational life then brought him to the United States for further studies. During the past 20 years, he has served in the Greek Orthodox Metropolis, Archdiocese, of the Greek Orthodox Church of North and South America.

His Eminence has often been recognized for his outstanding contributions to the community, his efforts on behalf of human rights, and his humanitarian services. All this good work has not gone unrewarded. On July 20, 1995, he was elected Metropolitan of Piraeus and Salamis by the Holy Synod of Bishops of the Church of the Orthodox Christians of Greece and the Diaspora.

On July 21, 1995, in the presence of the President and Prime Minister of Greece, he was enthroned in his new position. Astoria misses him very much, but we know he will continue to fight for the citizens of the world and that we truly have a friend in Piraeus. I ask my colleagues to join me in offering him our highest congratulations and best wishes for a wonderful life.

TRADE ACT

HON. E. CLAY SHAW, JR.

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Monday, December 18, 1995

Mr. SHAW. Mr. Speaker, I rise today to introduce, with my good friend and colleague Mr. CANADY of Florida, timely legislation to provide trade relief to producers of perishable agricultural products who have been substantially harmed by an increase in imports after the passage of the North American Free Trade Agreement [NAFTA].

The Trade Act of 1974 authorizes the President to assist a domestic industry by imposing duties or modifying concessions if it has been determined that an increase in imports has been a substantial cause of or threatens serious injury to the domestic industry. However, domestic industry is currently defined narrowly by the trade act so as not to include the seasonal industries. Consequently, producers of perishable agricultural products who produce their product during a particular growing season are grouped together with all growers of this product during the full calendar year, and therefore these seasonal producers are unable to show the requisite injury needed for an anti-dumping action.

This bill corrects this inequity by expanding the definition of domestic industry to account for the seasonal nature of agricultural products. Specifically, a domestic producer would include a producer that sells all or almost all of the production during the growing season. In addition, during that growing season, demand for the article must not be supplied, to any substantial degree, by other domestic producers. This definition is tailored to provide relief to the seasonal domestic agricultural industry, such as winter tomato producers, who sustained significant injury when they were faced with a significant increase in imports in 1994.

I urge my colleagues to support this legislation.

A TRIBUTE TO PETER G. VELASCO

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, December 18, 1995

Mr. FILNER. Mr. Speaker and colleagues, I rise today with a great deal of sadness to honor the memory of Peter G. Velasco.

A true labor pioneer, Pete Velasco was among the Filipino-American farmworker leaders whose tenacity inspired Cesar Chavez in the first grape strike in Delano, CA, and provided a strong foundation for what later became the United Farm Workers, AFL-CIO.

Even before his many years of work as an officer in the farmworker movement, brother Pete Velasco was an early and enduring example of the multifaceted contributions of the Filipino-American community to our society. Working first in the Los Angeles food service industry, he went on to distinguished service in the U.S. Army in Europe during World War II before returning to the Central Valley of California as a farmworker.

Not content merely to try to eke out a living in the fields, Pete Velasco helped to organize his fellow workers, forging the first link between farmworkers and the AFL-CIO, which later proved essential to Cesar Chavez' work as president of the new, united organization.

Today we can see a resurgence in the AFL-CIO that has at its roots the contribution of many men and women—among them "Brother Pete"—over many years. May that resurgence provide a way that we can all celebrate the life of Peter G. Velasco and the movement he helped to build.