

EPILOGUE

An inherent design of all creation puts man and woman together to complement each other. Should a person know himself well enough, he might recognize the right partner when she comes along.

It was John's good fortune the day he first saw Mildred Johnson at The Shaw House in 1947. She came from a close family and served as a positive influence, exactly the kind of woman his Aunt Fannie approved of. Fortunately for John, Mildred liked the idea of dating a Navy man. As the years went on, she even helped him balance his fiery temperament in support of his entrepreneurial spirit. The perfect match implies that they are equally resilient to the challenges they would face.

John was a willful child who turned poverty into passion, creating a very successful food and beverage business. His future wife grew from a sickly child once impacted by tuberculosis into a strong, able and majestic woman with a quick, analytical mind, and solid business accounting credentials. Between the two of them, they enjoyed the good life together.

This couple confronted the cruel teachings of life experience, fraught with many twists and turns, seeing numerous highs and lows. Despite the difficult times, they chose to respond with as much enthusiasm for the future as they could muster. For them, and those who counted on them, there was always hope. Mildred could count on John to do what he had to do, and he could count on her to back him up.

The war gave John the ideal theater to demonstrate his desire and capacity to excel under fire. It takes a rare individual to see a challenge as an opportunity. His untimely appendectomy sent him from cleaning theaters indirectly to his first restaurant. When that did not work out, he drove a cab until he could cook again, knowing with perfect clarity that cooking was the goal. When Recording & Statistical changed its business model and significantly reduced its staff, he seized his chance to open J&S Caterers and Function Room. John's vision for his own life played out quite well as Boston served its purpose, giving way to a timely return home to Atlanta.

Atlanta's City Hall contracts, including the Atlanta Civic Center and the Atlanta Underground, became stepping stones toward his final professional legacy, a refurbished, modest little steakhouse in Forest Park, Georgia.

To watch the progression of a life from a bird's eye view is to objectively catch a glimpse of the equation $E + R = O$ in action. John, and eventually Mildred's experiences, generated responses to bravely step forward into their future as a family, which yielded financial windfalls and joyous outcomes for decades. John's determination propelled his tireless force of will to succeed, while his passion for cooking kept him on a laser focused course. His plan remained simple and he stayed with it, modifying his approach to suit the obstacle. One might say he learned to work with change, staying in flow with events as they occurred, learning to master outcomes.

The money he earned taught him that riches come and go. Therefore, the love of the activity which created the money became a continuous source of abundance and pleasure for over 63 years of marriage, and nearly that

many years as a restaurateur. Money alone was never the goal; the quality of life he could afford from cooking, traveling, enjoying friends and family - that was the goal. In turn, Mildred and John's marriage has resembled something closer to art or fine wine. They got better with age.

To this day, John still believes marrying Mildred Johnson in 1949 was the best decision he ever made.

For more information on exactly how John Seagraves succeeded in his life, download our eBook at www.lessonsfromahero.com. For additional photos, to investigate military history further, to review a deleted chapter, or to examine additional records, go to the book's website, www.uncommonherobook.com, and click on the "Archives" link.

AFTERWORD

In the final analysis, poverty can teach a man a simple thing about attaining riches. Nothing in the world can replace courage, passion, and determination. No matter where you begin, the most successful potential outcome requires your commitment and love for an activity.

Like it or not, life is one big classroom full of trial and error. We are constantly tested to determine whether or not we can see our challenges as opportunities. If we can't, we remain stuck, likely to have the same challenges repeat themselves over and over again because we have not learned our lessons. As with schooling, we suffer punishments for not overcoming our limitations in favor of embracing our far greater capacity.

Mediocrity is the most painful punishment of all. It tells us we did not discover a passion worthy of terminal devotion, and if we did, we did not translate that devoted activity into a sellable commodity. Should that product or service make thousands of people happy, just watch as transactional commerce converts your activities into riches, as lead into gold.

For many people, success eludes them because they chase money. Aside from the obvious value of money in exchange for a higher quality of life, the meaning of money is often misunderstood. Actions speak volumes about the character of the person wielding its value. In the same vein, money is neither good nor bad; it is, instead, what a man does with his money that makes it either. Conspicuous consumption is an opportunity for indulgence, more self-serving than magnanimous. Yet the

same enthusiasm for spending can also bring many rewards in contribution with one's time, money, interest, effort, and focus.

The world we live in has been dominated by societal dictates creating visions for us of what we should want, what others aspire to, what we should all believe is good, better, and best. But the most successful people in the world leave that to others while they pioneer new roads to the future. They continuously show ordinary people what they do and how they do things in clear messages that are frequently overlooked. Often a less successful person is looking to the left when he should be looking to the right, or up when he would be better served looking down.

The truth is, poverty made John Seagraves rich because he wanted success more than anything and he consistently took actions in alignment with his passion to be the best that he could possibly be at the one thing he obsesses over to this day. He approached his life with honorable rebellion, saying no to anyone who had a plan for him when he had plans for himself. John never stopped learning. He chose cooking as his passage to wealth because it brings him joy beyond anything else in life. What activity gives you that level of pleasure? If you enjoyed something that much, wouldn't it become easy to master?

Have a plan and adapt, refine, change if necessary. But start with something. We get better over time at adjusting to the changes in life. Walls go up and we tell ourselves we can't. Reject that thinking. Unless your desires are life-threatening or harmful to others, the challenges you face are a test to see what you can and will do to live your dreams. The lazy one, the weaker one, the less-determined

one will not succeed. Anything worth having *is* worth working for. Making boatloads of other people happy is your ticket to riches. Doing it with passion and joy is true abundance. The inevitable result is mental, emotional, spiritual, physical, and enormous financial wealth.

Follow the details of John's life in further detail, as an eBook outlines the many gold nuggets leading to his profound learning experiences and the critical decisions that anyone could be confronted with at some point in their lives. Use the information as a motivational reference guide, observe the circumstances impartially while seeing similarities in your own life, enjoy the quotes and messages that come to us every day if we only take the time to see and hear them. Above all, make your life a masterpiece and place a high value, not on the quantity, but on the quality of time and money spent. Embrace change as inevitable and enter life in flow. Either we are growing, or we are dying. We never stay the same.

What happens is not always within your control. How you respond to it, however, determines your outcome, and ultimately, the manifestation of riches in your life.

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ENDNOTES

¹ The depression's immediate impact on Georgia was much like that throughout the nation as a whole. Bank failures were common, and in small towns and communities opportunities for loans dried up. Small business owners were especially vulnerable. Less money in local circulation meant fewer paying customers; with the absence of credit and financing, these business owners quickly went under.

Large landowners were usually able to ride the depression out; a small number of farmers who made the transition from cotton production to soybeans, peanuts, corn, livestock, and hogs had resources to fall back on. For the rest of Georgia's farmers (69 percent of the population was rural in 1930), the depression was a catastrophe.

First, the state experienced its worst drought on record in 1930-31. As the depression wore on, the defects and negative trends of cash-crop agriculture became magnified. The typical Georgia farm family had no electricity, no running water, and no indoor privies. Diets were inadequate, consisting mainly of molasses, fatback, and cornbread. The poverty of the state's most rural counties made the support of even minimal education standards impossible. There were few rural clinics, hospitals, or health care workers. Some counties had no health facilities at all.

<http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-3540>

² For the state's African American population, as the blues singer Lonnie Johnson put it, "Hard times don't worry me / I was broke when it first started out." Condemned by Jim Crow before the depression to inferior levels of education and the lowest-paying menial jobs, blacks were

blocked from participating in the state's political system. The income of rural blacks was about half that of rural whites. In the entire state there were only four black insurance companies, one bank (Citizens Trust Bank in Atlanta), and one wholly owned newspaper. According to the 1930 U.S. census, there were 10,110 black professionals in Georgia (out of a population of 1,071,125), the majority being clergymen and teachers. Hospitals for blacks existed only in the largest urban areas. The Great Depression slowed the black migratory stream north but did not stop it entirely. In 1890 African Americans accounted for 47 percent of Georgia's population and by 1930 just 37 percent.

<http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-3540>

³ <http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-1393>

⁴ After the American Civil War [1865] most states in the South passed anti-African American legislation. These became known as Jim Crow laws. This included laws that discriminated against African Americans with concern to attendance in public schools and the use of facilities such as restaurants, theaters, hotels, cinemas and public baths. Trains and buses were also segregated and in many states marriage between whites and African American people.

<http://www.spartacus.schoolnet.co.uk/USAjimcrow.htm>

⁵ In attendance were Clark Gable, Vivien Leigh, Leslie Howard, Olivia de Havilland and Margaret Mitchell. Margaret Mitchell wrote the book that the movie was based on in 1936. Ironically, she lived only blocks away from the theatre on Peachtree Street. The film's black actors could not attend the premiere due to the Jim Crow segregation laws.

Actress Hattie McDaniel who played “Mammy,” one of the maids in the movie, received honors in Hollywood for her performance. Due to segregation she could not stay in the same hotel with the rest of the cast, nor could she sit in the theatre. She did however attend the Hollywood debut on December 28, 1939 and won the 1940 Academy Award for Best Supporting Actress. McDaniel would become the first black person to win an Oscar.

<http://www.notablebiographies.com/Ma-Mo/McDaniel-Hattie.html>

- ⁶ Graham Jackson Graham W. Jackson was born in Portsmouth, Virginia in 1903. His mother was a talented vocalist and musician. Graham W. Jackson exhibited musical talent as early as age three and was recognized as a prodigy because of his ability to master virtually any instrument without instruction. Excelling on both the piano and organ, Jackson was giving concerts while in high school. With the assistance of a well-to-do patron, he had hoped to go to college to further his studies. The unexpected death of the patron, Dr. King, destroyed Jackson’s hope of going to college.

Graham W. Jackson continued performing and began touring, which led him to Atlanta, Georgia, in 1923. Here he found opportunities...to perform in such places as Atlanta’s Royal Theater and Bailey’s “81” [Theater] In 1928, Graham W. Jackson accepted an appointment to Washington High School as head of the music department. He held this position until 1940. During these 12 years, Jackson continued performing in and out of Atlanta, often for President Franklin D. Roosevelt. Jackson enlisted in the United States Navy May 16, 1942, and was discharged September 8, 1945. He was given numerous citations for his service to our

country in helping to raise over \$3 million worth of bonds and for recruiting for the Navy.

In 1945, Jackson became a national symbol of the grief felt over the passing of Franklin D. Roosevelt. A picture of Jackson playing the accordion and weeping as the body of Roosevelt left the Little White House in Warm Springs, Georgia, was published in *Life* magazine. Throughout his lifetime, people would remember Jackson from this picture and his association with Roosevelt.

Besides performing for and being known as the favorite musician of Franklin D. Roosevelt, Graham W. Jackson, Sr. had tributes too numerous to list here. He did perform for a total of seven consecutive presidents and was designated the "Official Musician of the State of Georgia.". He was remembered by many for his performances at Johnny Reb's Dixieland and Pittypat's Porch, two Atlanta restaurants.

http://dlg.galileo.usg.edu/aafa/print/aafa_aar189-004.html

⁷ <http://www.history.army.mil/books/integration/IAF-03.htm>

⁸ Major Pierce Butler, an ex-officer in the British Army, became a Charleston, South Carolina rice planter during the 18th century.

Eventually his crops suffered from depleted soil. He purchased seventeen hundred acres at the northern end of St. Simons Island in 1774 and called it "Hampton." Butler ran a tight ship growing hundreds of acres of Sea Island cotton, utilizing the services of nearly a thousand slaves, and earning him the reputation as one of the largest plantations in the south. With him started "the era of the great plantations" during the 1790s.

During the same decade Scotsmen John Couper and partner James Hamilton who owned the southern end and southwestern portions of St. Simons made their own

contributions to St. Simons' history. Couper, owner of "Cannon's Point" plantation took credit for experimenting with Sea Island cotton seeds which ultimately improved yield as well as selling the land the lighthouse stood on at the southern tip of St. Simons to the U.S. government for one dollar. Hamilton who owned a plantation of the same name meanwhile sold live oak timber to the "fledgling U.S. Navy" in 1794 for the construction of the USS Constitution known as "Old Ironsides." Couper and Hamilton tested cotton seeds Hamilton found from around the world.

Other plantation owners included Major William Page overseer to Butler's estate who saw an adjacent plot settled by James Spalding and purchased it. He named it "Retreat" overlooking St. Simons Sound and Jekyll Island. The Retreat produced "as many as ninety-six varieties of roses, among other flower plants."

In 1798, the State Legislature prohibited the direct acquisition of slaves from Africa, relying instead on the natural increase of those already in Georgia. Rather than eliminating importation, however, the edict gave rise to a slave smuggling trade along the isolated coastal islands. Tradition has it that slaves were brought ashore on the banks of the Dunbar Creek at a spot known today as Ebos Landing. The leader of the Ebos - a proud and noble tribe of Nigeria - led his people into the waters of the creek where they drowned themselves rather than submit to slavery. For many years, the blacks on St. Simons refused to go fishing in that portion of Dunbar Creek because they believed it was haunted by the spirits of those Ebo tribesmen.

If slavery was responsible for the emergence of the great plantations of St. Simons, so it was for their demise. The culture anchored by [Sea Island] cotton,

slavery and the character of the planters who shaped it didn't survive beyond its third generation.

When the Civil War came to St. Simons, the island proved to be in a strategic location. It could supply food for soldiers, serve as a base for raiders and blockade-runners and command the entrance to Brunswick Harbor. Consequently, in January of 1861, Governor Brown ordered the Jackson Artillery from Macon to occupy St. Simons Island. But after several months at Frederica, the garrison duty was so dull they asked to be removed. When the Southern coastline was blockaded by the Federal fleet, 1,500 Georgia troops manned batteries at the south end of the island, near old Fort St. Simons, as well as strong fortifications on the northern end strengthened by five batteries. There was much social interaction between Confederate officers and islanders, particularly with the King family of Retreat Plantation, on whose property the fort was built.

The enthusiasm of those early days of the war soon dispersed when Robert E. Lee ordered the evacuation of St. Simons. The Confederate troops were sent north to defend Savannah; the planters, their families and most of the slaves went inland to seek refuge from the invading Yankees. As they departed, the Confederates destroyed the lighthouse, lest it become a navigational aid to the Union blockading fleet.

Federal warships soon patrolled the coastal waters, and the U.S. Navy assumed jurisdiction of St. Simons Island.

<http://www.stsimonsislandexperience.com/site/539680/page/123261>

⁹ <http://www.stsimonsislandexperience.com/site/539680/page/123261>

¹⁰ <http://www.glynncounty.com/cgi-bin/oaktree.pl?dbf=data.txt&ID=00012846>

- ¹¹ In June 1940 the Navy had 4,007 black personnel, 2.3 percent of its nearly 170,000-man total. All were enlisted men, and with the exception of six regular rated seamen, lone survivors of the exclusion clause, all were steward's mates, labeled by the black press "seagoing bellhops."...

Most Negroes performed humbler duties. By mid-1944 over 38,000 black sailors were serving as mess stewards, cooks, and bakers. These jobs remained in the Negro's eyes a symbol of his second-class citizenship in the naval establishment. Under pressure to provide more stewards to serve the officers whose number multiplied in the early months of the war, recruiters had netted all the men they could for that separate duty. Often recruiters took in many as stewards who were equipped by education and training for better jobs, and when these men were immediately put into uniforms and trained on the job at local naval stations the result was often dismaying. The Navy thus received poor service as well as unwelcome publicity for maintaining a segregated servants' branch. In an effort to standardize the training of messmen, the Bureau of Naval Personnel established a stewards school in the spring of 1943 at Norfolk and later one at Bainbridge, Maryland. The change in training did little to improve the standards of the service and much to intensify the feeling of isolation among many stewards.

<http://www.history.army.mil/books/integration/IAF-03.htm>

- ¹² ...fifteen black crewmen on the U.S.S. Philadelphia, which Roosevelt had commandeered for cruising on occasion, wrote to the Pittsburgh Courier, advising other African-Americans to join the navy so as not to become "sea-going bell hops, chambermaids, and dishwashers." The

signatories to this letter expressed the view that no disciplinary action could “possible surpass the mental cruelty inflicted upon us in this ship.” The signers of the letter were thrown into the brig and dishonorably discharged as unfit.

Black, Conrad. *Franklin Delano Roosevelt: Champion of Freedom*. New York: PublicAffairs, 2003.

- ¹³ Simmons, Charles A. *The African American Press: A History of News Coverage During National Crises, with Special Reference to Four Black Newspapers, 1827-1965*. Jefferson, N.C.: McFarland, 1998: pp. 73-4
- ¹⁴ Franklin D. Roosevelt [once] said: “Entertainment is always a national asset. Invaluable in time of peace, it is indispensable in wartime. Concurrence in this belief by many of our military men from Generals George C. Marshall and Dwight D. Eisenhower on down made the theatre projects of World War II possible. Commanders in all services realized that recreation of any kind was greatly responsible in reducing AWOL [absent without leave], venereal diseases, and lawlessness.”
<http://www.jstor.org/pss/3204158>
- ¹⁵ Lena Horne was a singer, dancer, actress, and activist who had a wildly successful career as a nightclub performer and recording artist. She was also a noted stage actress, but her success in Hollywood was cut short because of her outspoken activism and African-American heritage... Her first memorable movies were both made in 1943... During World War II, like many American performers, she toured Europe entertaining American troops. She became controversial, however, when she refused to sing for segregated audiences, leading to "one-night integration" for numerous military concerts, and more often performing at black-only

venues. When she was not allowed to perform on the bases, she instead sang at whatever local nightclub welcomed African-American customers.

<http://www.nndb.com/people/842/000024770/>

- ¹⁶ Horne had her most substantial film part in *Cabin in the Sky* (1943), playing the temptress Georgia Brown in this all-African-American musical... In *Stormy Weather* (1943),... she sang the title song, which became her signature tune... During World War II, Horne became the favorite pinup girl of African-American soldiers. She was also a popular entertainer in USO tours, though she would not perform if African Americans were denied admittance to her show. At the beginning of one performance, she walked offstage when she realized that African-American troops had been seated behind German prisoners of war. The USO pulled her from its tours, so Horne began entertaining troops on tours she financed herself.

<http://www.pics-celeb.com/2010/01/lena-horne.html>

- ¹⁷ Since late 1942, Camp Parks has been home to the Navy, Air Force and Army... [A] base for Seabees, sailors, airmen and soldiers Commissioned on January 19, 1943, as the Construction Battalion Replacement Depot, Camp Parks functioned as home for Seabees returning from the Pacific Theater of Operations. Battalions returned to the States after a year or more of arduous construction duty. They came to Camp Parks for medical treatment, military training and reorganization.

The base housed up to 20 battalions at a time. Most battalions prepared for a second tour in the Pacific. Many Seabees were hospitalized, and those no longer fit for duty received their discharge. After leave, personnel were subjected to a rigorous training

schedule. The battalions were brought back up to fighting strength.

This land-locked naval base sat adjacent to the quiet Bay Area towns of Dublin, Livermore and Pleasanton... Camp Parks is located 28 miles east of Oakland, California.

East of the Seabee base, toward Livermore, Camp Shoemaker housed a Naval Hospital and Naval Training and Personnel Distribution Center. These facilities served the fleet in much the same manner as Camp Parks served the Seabees. Collectively the area was known as Fleet City.

<http://www.armed-guard.com/ag83.html>

- ¹⁸ USS General John Pope, name ship of a class of 19,650-ton (full load displacement) transports, was built at Kearny, New Jersey, to the Maritime Commission's P2-S2-R2 design. Placed in ferry commission in July 1943, she was commissioned in full in August 1943. After shakedown and a round-trip voyage to Scotland, in late September the ship arrived at Norfolk, Virginia, where her lifeboats and davits were replaced by life rafts. She was the only ship of her class so modified. In early October 1943 General John Pope sailed for the Pacific and during the next year and a half transported troops between San Francisco, California, and the southwest Pacific.

<http://www.history.navy.mil/photos/sh-usn/usnsh-g/ap110.htm>

- ¹⁹ The International Date Line sits on the 180° line of longitude in the middle of the Pacific Ocean, and is the imaginary line that separates two consecutive calendar days. It is not a perfectly straight line and has been moved slightly over the years to accommodate needs of varied countries in the Pacific Ocean... Immediately to the left of the International Date Line the date is always

one day ahead of the date (or day) immediately to the right of the International Date Line in the Western Hemisphere... [T]ravel east across the International Date Line results in a day, or 24 hours, being subtracted. Travel west across the International Date Line results in a day being added.

<http://www.worldatlas.com/aatlas/infopage/dateline.htm>

- ²⁰ Nouméa, also spelled Numea, city, port, and capital of the French overseas country of New Caledonia, southwestern Pacific Ocean, in the southwestern corner of the main island of New Caledonia. It was founded in 1854 as Port-de-France. It [was] situated on an excellent deepwater harbour protected by Nou Island and a reef. The Grand Quay has a 1,450-foot- (442-metre-) long frontage.

<http://www.britannica.com/EBchecked/topic/420844/Noumea>

- ²¹ New Caledonia, French Nouvelle-Calédonie, [is a] French unique collectivity in the southwestern Pacific Ocean, about 900 miles (1,500 km) east of Australia. It includes the island of New Caledonia (the Grande Terre [Mainland]), where the capital, Nouméa, [was] located; the Loyalty Islands; the Bélep Islands; and the Île des Pins. These islands form more than 99 percent of the total land area and lie between latitudes 18° and 23° S and longitudes 163° and 169° E. New Caledonia also includes a number of far-flung uninhabited islets: Huon and Surprise islands in the D'Entrecasteaux Reefs, the atolls of the Chesterfield Islands and the Bellona Reefs, Walpole Island, Beautemps-Beaupré Atoll, and Astrolabe Reefs. France also claims Hunter and Matthew islands, but the claim [was] disputed by Vanuatu.

<http://www.britannica.com/EBchecked/topic/411221/New-Caledonia>

²² <http://militaryhistory.about.com/od/worldwarii/a/wwiipacishop.htm>

²³ <http://militaryhistory.about.com/b/2007/10/12/world-war-ii-island-hopping-to-victory.htm>

²⁴ <http://www.c7f.navy.mil/news/2007/07-july/33.htm>

²⁵ Tropical Cyclone, also called typhoon or hurricane, an intense circular storm that originates over warm tropical oceans and [was] characterized by low atmospheric pressure, high winds, and heavy rain. Drawing energy from the sea surface and maintaining its strength as long as it remains over warm water, a tropical cyclone generates winds that exceed 119 km (74 miles) per hour. In extreme cases winds may exceed 240 km (150 miles) per hour, and gusts may surpass 320 km (200 miles) per hour. Accompanying these strong winds [were] torrential rains and a devastating phenomenon known as the storm surge, an elevation of the sea surface that can reach 6 metres (20 feet) above normal levels. Such a combination of high winds and water makes cyclones a serious hazard for coastal areas in tropical and subtropical areas of the world. Every year during the late summer months (July–September in the Northern Hemisphere and January–March in the Southern Hemisphere), cyclones strike regions as far apart as the Gulf Coast of North America, northwestern Australia, and eastern India and Bangladesh.

Tropical cyclones [were] known by various names in different parts of the world. In the North Atlantic Ocean and the eastern North Pacific they [were] called hurricanes, and in the western North Pacific around the Philippines, Japan, and China the storms [were] referred to as typhoons. In the western South Pacific and Indian Ocean they [were] variously referred to as severe tropical

cyclones, tropical cyclones, or simply cyclones. All these different names refer to the same type of storm.

<http://www.britannica.com/EBchecked/topic/606551/tropical-cyclone>

- ²⁶ Honolulu, capital and principal port of Hawaii, U.S., seat of Honolulu county. A modern city, it extends about 10 miles (16 km) along the southeastern shore of Oahu Island and 4 miles (6 km) inland across a plain into the foothills of the Koolau Range. It [was] the crossroads of trans-Pacific shipping and air routes, the focus of interisland services, and the commercial and industrial centre of the state. The city-county (area 597 square miles [1,545 square km]) comprise all of Oahu and some outlying islets, which [had] an area aggregate of only 3 square miles (8 square km) but extend for more than 1,300 miles (2,100 km) and constitute the Hawaiian and Pacific Islands National Wildlife Refuge [Established 1909]. It [was] administered as a single entity and [had] about 80 percent of the state's population... December 1941 the city and the adjacent Pearl Harbor naval-military complex came under Japanese aerial attack. Honolulu became a prime staging area for the remainder of World War II...

<http://www.britannica.com/EBchecked/topic/271062/Honolulu>

- ²⁷ <http://www.facebook.com/pages/USS-North-Carolina/113328105347265?sk=info>

- ²⁸ NORTH CAROLINA was designed in an era when battleships were the principal combatants of the world's great navies, their role being to "slug it out" with big guns at ranges of up to 20 miles... [The] NORTH CAROLINA... was well equipped to hold her own with the guns finally selected as her main battery. Her nine 16-inch/45-caliber rifles have an internal barrel diameter of 16 inches, and a length of 45 times that

diameter or 60 feet. Each rifle weighs 96 tons; the weight of an entire turret was over 1,400 tons.

Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 10-11

- ²⁹ The [armor-piercing] projectiles could penetrate more than 20 inches of the strongest hardened steel armor at ranges up to 15,000 yards and more than 10 inches at 35,000 yards. Muzzle velocity was 2,300 feet per second. Maximum range, achieved by at a gun elevation angle of 45 degrees, was 36,900 yards or 21 statute miles. When fired at a range of 10,000 yards, the projectiles had a very flat trajectory and hit the target at an angle of only 6.8 degrees from the horizontal. At a range of 35,000 yards, following a maximum ordinate (highest in-flight altitude) of 22,490 feet, the projectiles crashed down on the target like bombs with an angle of fall of 45.16 degrees.

The 1,900-pound HC (high capacity) projectiles were designed for use against unarmored surface vessels such as destroyers, tankers and troopships; or against objectives ashore such as buildings, airstrips and enemy troops. The weight of the explosive charge was 153.58 pounds. Muzzle velocity was 2,635 feet per second. Maximum range, achieved at a gun elevation angle of 45 degrees, was 40,180 yards or 23 statute miles. In a shore bombardment of HC projectile could blow a hole in the ground 20 feet deep and 50 feet in diameter.

Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 12

- ³⁰ Japanese optical range finders for gunfire control were superior to those of the Americans, but the IJN was far behind in the development and use of radar. Although dedicated gunfire control radar was under development in Japan late in World War II, such equipment was not

known to had been installed operationally on any IJN ships. The nearest Japanese equivalent to shipboard fire control radar was the Type 22 surface search radar mounted on YAMATO during a January-April 1944 refit. This radar, never intended for gunfire control, provided a maximum detection range on battleships of 35,000 yards, with a range accuracy of ± 765 yards and a bearing accuracy of ± 5 degrees. In contrast, at a range of 37,000 yards the Mark 8 main battery fire control radars mounted on U.S. battleships provided range accuracy of ± 15 yards and bearing accuracy of 2 mils (a little over one-tenth of 1 degree). These wide differences meant that American battleships would possess a potentially decisive advantage over the Japanese in the event of a surface action at long range in low daytime visibility or at night.

Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 109

- ³¹ ...NORTH CAROLINA rejoined Task Force 58 in early June preparatory to the invasion of Saipan and Tinian and the recovery of Guam. The latter, with its excellent harbor and airfield, was the primary naval objective; but Saipan and Tinian were needed, too, as bases for future heavy bomber operations against the mainland of Japan. As usual Task Force 58 struck first, helping clear the way for the amphibious forces and assault troops. These were to include the 2nd, 3rd and 4th Marine Divisions; the 1st Provisional Marine Brigade; plus the 27th and 77th Infantry Divisions of the U.S. Army. Initial landings on Saipan were to be carried out on June 15; on Guam, July 21; and on Tinian, July 24. The Showboat was to take part in the first of these operations, but not the latter two.

On June 13, two days prior to the assault landings on Saipan, NORTH CAROLINA and six other fast

battleships subjected the island to a preliminary bombardment. NORTH CAROLINA, WASHINGTON and INDIANA fired at ranges between 16,000 and 10,000 yards into the western side of the island, where the landings were to take place. The main purpose was to cover minesweeping operations being conducted in shallower water closer to shore, in order to make way for the amphibious force. Under cover of the battleships' guns, the minesweeping operation was successfully accomplished by ascertaining that no mines had actually been laid off the landing beaches. Ammunition expended by NORTH CAROLINA: 360 rounds of 16-inch, 2,096 of 5-inch.

Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 106-7

³² The Battle of the Philippine Sea in the Marianas in June 1944 was marked by the destruction of huge numbers of Japanese with low losses to the United States Navy. The Americans had set up an extensive program, including building a carrier that had no hangar deck, to train both aircrew and deck handlers. American pilots were entering combat with some 600 hours in the air. In contrast, the Japanese were sending green pilots into combat with only 50 hours of flight time and little combat training.

In addition, the Americans had numerical and technological superiority. The Japanese were replacing their aging B5N torpedo bombers with a more advanced version, the B6N Tenzan. It still lacked self-sealing fuel tanks or crew armor. In contrast, the Americans were continually introducing new aircraft. The F4F Wildcat was in service throughout the war, but after 1942 it was used as a ground attack aircraft. It was replaced in the front line carrier squadrons with the F6F Hellcat, which had more powerful armor and could dogfight with the

Japanese Mitsubishi Type 00. The Marines were given the F4U Corsair, which was not rated for carrier duty. Flying from forward airstrips, it was very effective against Japanese aircraft.

Nevertheless, the Japanese sent 500 aircraft on the new Taiho, the *Pearl Harbor* veteran Shokaku, and the hybrid battleships Ise and Hyuga. They were all that was left of the First Air Fleet after three years of continuous operations. Ozawa's pilots did not have night landing training, and they were given a single order: sink the enemy carriers. On June 18, 1944, as the Americans were landing all over the Marianas, Ozawa's search planes discovered the American Fleet. A more aggressive commander would have advanced on the Americans, but Ozawa was not Yamamoto. Cautious and slow, he chose to launch the next day when his pilots would have light to see.

The Americans were alerted to his presence by then. During the day of June 19, 1944, 429 of Ozawa's planes were shot down for the loss of twenty-nine *US Navy* planes. The one-sided engagement was the end of Japanese carrier-based air power. The Americans called the battle the "Marianas Turkey Shoot." The coming fight for the Philippines would depend on the battleships of the Imperial Japanese Navy in a war that was defined by airpower. The Americans would have 1200 aircraft on their carriers; the Japanese would have ninety. The few optimists left in *Japan* found their faith severely shaken. <http://www.worldwar2database.com/html/marianas.htm>

³³ <http://www.globalsecurity.org/military/facility/rota-cnmi.htm>

³⁴ <http://www.inlander.com/spokane/article-14994-the-old-navy-way.html>

³⁵ <http://www.shipcamouflage.com/measures.htm>

³⁶ Following the training at the Naval Training Station, Norfolk, Virginia, Miller was assigned to the ammunition ship USS PYRO (AE-1) where he served as a Mess Attendant, and on 2 January 1940 was transferred to USS WEST VIRGINIA (BB-48), where he became the ship's heavyweight boxing champion. In July of that year he had temporary duty aboard USS NEVADA (BB-36) at Secondary Battery Gunnery School. He returned to West Virginia on 3 August, and was serving in that battleship when the Japanese attacked Pearl Harbor on 7 December 1941. Miller had arisen at 6 a.m., and was collecting laundry when the alarm for General Quarters sounded. He headed for his battle station, the antiaircraft battery magazine amidship, only to discover that torpedo damage had wrecked it, so he went on deck. Because of his physical prowess, he was assigned to carry wounded fellow Sailors to places of greater safety. Then an officer ordered him to the bridge to aid the mortally wounded Captain of the ship. He subsequently manned a 50 caliber Browning antiaircraft machine gun until he ran out of ammunition and was ordered to abandon ship...

Miller was commended by the Secretary of the Navy Frank Knox on 1 April 1942, and on 27 May 1942 he received the Navy Cross, which Fleet Admiral (then Admiral) Chester W. Nimitz, the Commander in Chief, Pacific Fleet personally presented to Miller on board aircraft carrier USS Enterprise (CV-6) for his extraordinary courage in battle. Speaking of Miller, Nimitz remarked: This marks the first time in this conflict that such high tribute had been made in the Pacific Fleet to a member of his race and I'm sure that the future would see others similarly honored for brave acts.

<http://www.history.navy.mil/faqs/faq57-4.htm>

- ³⁷ The rapid-fire 20-mm cannons were viewed as the last resort in an air attack since they were effective only within a 2,000-yard range. Mounted on a pedestal, the air-cooled gun was trained, elevated and fired manually by a gunner strapped snugly against the shoulder rests. A “trunnion operator” raised and lowered the pedestal (trunnion) on which the gun was mounted. The “spotter” observed gunfire and changed range settings on the Mark 14 gun sight accordingly. The “loader” fed heavy drum-shaped magazines onto the gun. Each magazine held 60 rounds, providing a theoretical maximum rate of fire of 450 rounds per minute. Like the 40-mm projectiles, the 20-mm exploded on impact.

Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 27

- ³⁸ The Japanese word kamikaze, or “divine wind,” dates from the year 1281, when Mongols under Kublai Khan attempted to invade Japan, but were thwarted by a wind said to have been sent from heaven. That wind, actually a typhoon, destroyed the invasion fleet and saved Japan. Hoping to achieve the same happy outcome in the waning months of the World War II, kamikaze operation “Ten Go” was launched in deadly earnest...”

Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 132

- ³⁹ http://ww2db.com/aircraft_spec.php?aircraft_model_id=221

- ⁴⁰ With FRANKLIN launching her second strike of the day, the enemy pilot succeeded in reaching a position above her, diving on her out of the cloud cover and dropping two bombs amidst the heavily armed and fully gassed planes crowding the carrier’s flight deck. “Big Ben” immediately burst into flames fore and aft. By the hundreds, men were blown over or compelled to jump

over the side. Over 1,700 men were soon visible as a trail of bobbing heads in the wake of the stricken ship, some dead and some terribly wounded. NORTH CAROLINA, steaming at high speed directly astern of the carrier, was forced to swerve sharply to port in order to avoid plowing through these men. As the Showboat streamed past, her crew showered the sea with their own life jackets, life rafts, empty powder cases, spud crates and anything else that would float. Destroyers quickly closed in for the rescue. When the losses were finally tallied up, 724 men of FRANKLIN's crew were killed or missing, 265 wounded. This was the single worst combat disaster witnessed during the entire war from the decks of NORTH CAROLINA.

Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 129

⁴¹ Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 136

⁴² <http://www.williammaloney.com/Dad/WWII/DestroyerEscortSlater/20mmOerlikonGuns/index.htm>

⁴³ Blee, USN (Ret) Captain Ben W., *Battleship North Carolina*, USS North Carolina Battleship Commission, 2005: p. 138-9

⁴⁴ [Ernest Johnson was born in Chelsea, Massachusetts on July 18, 1895.] It had been the writer's privilege and good fortune to have known Ernest Johnson for over 35 years. During these many years he had traveled over New England, New York, parts of the middle West, and Lower Canada. Vermont had been the particular field of his services. His songs have delighted and inspired thousands of people, young and old. His songs have a peculiar spiritual quality which tend to have a cleansing effect on the hearts of his audiences. His range of songs made it possible for him to serve all kinds of helpful organizations. He often took charge of morning or evening services. Thousands of ministers and lay folks have

entertained him in their homes. These visits were never forgotten...

...For many years Ernest Johnson delighted and edified large audiences of children and teenagers in our public schools. Many times he had entertained folks in our institutions where his music had great therapeutic value.

He had never put a price on his music. His singing had been a work of faith, for his support had come from free will offerings. Now his first record at the age of 72, will continue to bring the Gospel message of our wonderful Lord to thousands of homes.

⁴⁵ <http://www.fundinguniverse.com/company-histories/Service-America-Corp-Company-History.html>

⁴⁶ <http://www.merriam-webster.com/dictionary/entitlement>