

Durrell Conner has written two firsthand accounts of “the date which will live in infamy.” One is from a memoir he wrote for his family in 1997 and the other from what Durrell calls “a talk” he gave in 2011 to his church. In addition to these, in 1956 Durrell responded in writing to some questions he received from Walter Lord, an author who was writing a book about the attack on Pearl Harbor. Durrell’s answers to Lord are particularly valuable because he wrote them just fourteen years after the attack. His 1956 correspondence with Lord, his 1997 memoir, and his 2011 “talk” are integrated in Durrell’s firsthand account of his experiences that follows.<sup>i</sup>

*“Mail to and from home at that time was very slow. Airmail came but once a week via clipper plane which was a large seaplane, and surface mail took five or six days, and that didn’t go very often. Because of the increased amount around Christmas time, we were advised to mail early. On the morning of December 7<sup>th</sup>, 1941, after breakfast, I went into the coding room and was wrapping some presents when I heard explosions and a lot of commotion. I went to the porthole and looked out just in time to see a plane headed straight for me just a few feet above the water. He dropped an object and banked away, showing the red balls of the rising sun on his wings. I realized at that time that the object he had dropped was a torpedo. It struck the ship approximately 15 feet below where I was standing. A geyser of water shot up, and I quickly closed the port and went to my battle station which at that time was in the communication office. This was the beginning of the longest day in my life.”* Durrell’s memoir

When the attack began at approximately 7:55 a.m., Durrell was in the midst of wrapping two gifts. One was for his nephew Danny and the other for his niece Nancy. Durrell describes Danny’s present as “a small sailor rag doll.” He had bought Nancy “a hand-embroidered dress.” The “explosions” and “commotion” Durrell refers to in his memoir came from dive-bombers that had started to attack ground Navy installations. Moments later, torpedo planes targeted Battleship Row. For about the next ninety minutes, dive-bombers, torpedo planes, and fighters attacked the American naval ships.



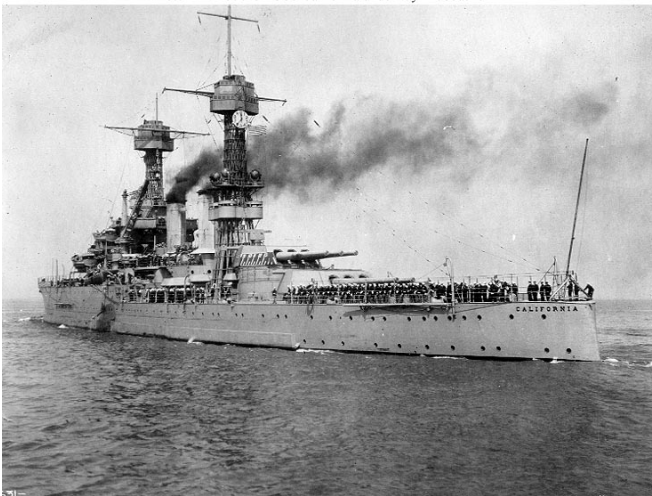
Nancy and Danny

Yet in those first minutes, many on the ground thought the planes were those of the United States Army Air Corps, probably training that morning. Even Durrell wrote to Lord, “My first thought was that it was a drill, but when I heard explosions, I ran to a port and saw a plane launch a torpedo and as it banked away, I saw the ‘Rising Sun’ on the wings.’ ” Upon seeing that symbol, Durrell and other servicemen knew the planes were Japanese. The emblem itself dates back to feudal times in Japan; in the late nineteenth century, the Japanese Army and Navy adopted it. American service personnel called it simply “the red meatball.” Seeing it made every sailor, soldier, and Marine realize that the planes above them were not American ones. In this first attack wave, one hundred and eighty-three Japanese aircraft filled the sky.<sup>ii</sup>

The planes had flown off of six Japanese aircraft carriers; they were part of a strike force that totaled thirty-three ships. The enemy carriers held dive-bombers, fighters, and torpedo bombers to mount the assault. The ships had left the Kurile Islands northeast of Japan on November 26<sup>th</sup>. On the morning of December 7<sup>th</sup>, the carriers sat two hundred and thirty miles north of the Hawaiian Islands. Beginning around 6:00 a.m., the Japanese carriers launched the bombers and fighters. Twenty minutes later, when the planes completed their aerial rendezvous, the attack force flew south. In ninety minutes, the pilots were over Oahu. While the Pacific Fleet was the primary target of the Japanese planes, the attack plan also called for simultaneous bombing of United States air installations. This was to guard against any Navy, Army, or Marine Corps planes becoming airborne and going after the Japanese. Once over the ships anchored at Pearl Harbor and the nearby onshore military installations, Japanese planes dropped bombs and fired their machine guns on targets below.<sup>iii</sup>

In his letter to Walter Lord, Durrell wrote that while in the Flag Communication Office, “I heard machine gun fire followed by the announcing of general quarters on the P.A. system.” The “machine gun fire” Durrell wrote of was a 7:55 a.m. strafing attack on the *California* by Japanese planes. Minutes later, the high shrill noise of the bosun’s pipe sounded the General Alarm. The later was distinguished from other bugle calls by its “bong, bong, bong” alert. The bosun’s mate announced over the PA system, “Now hear this! All hands man your battle stations on the double! This is no drill! Repeat: All hands man your battle stations on the double! This is no drill!”<sup>iv</sup> But before Durrell could leave the communications office, an encounter occurred that probably under any other circumstances would have been seen as amusing. The communications office was close to the officers’ showers. As Durrell explained to Lord, “Soon after the first torpedo hit, an Officer appeared at our door with nothing on but a towel wrapped around him.” The

Photo # NH 55023 USS California underway in about 1921



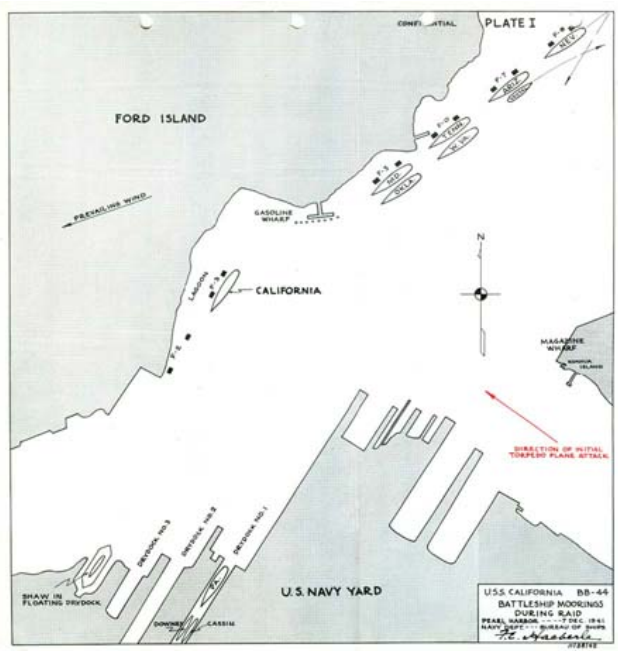
officer, Durrell continued, “asked sleepily, ‘Why in hell isn’t there any water?’ ” Once topside, Durrell responded to the crisis that surrounded him. “One of the planes on the quarter deck caught fire from the strafing,” Durrell recalled to Lord, “and a group of us went up and pushed it over the side to prevent the fire from spreading. Four of us were sent to the armory after small arms, but had to abandon the mission because of fire and warped hatches that we were unable to open. Then we went up to the boat deck to

man the anti-aircraft guns. There was no power to work the ammunition hoists, so we formed a chain of men down to the ammunition room below number two turret. We were relieved after about 29 minutes, and I was certainly glad to get out of that magazine.” In his memoir, Durrell explains why he was thankful to leave the magazine (the place on a ship where the powder or ammunition is stored).

*"The sequence of events that I was involved in for the rest of that day is impossible for me to recall. I'll list some of them, but I don't remember the order in which they happened. We immediately lost all electrical power. Consequently, the hoists that brought the ammunition up from the magazines were out of action. Volunteers were asked to climb straight down a hatch, into the forward ammunition hold, and form a human chain to hand up the AA ammunition. This was a hole about 50 feet deep, straight down with steel bars serving as a ladder. Men were stationed about 5 feet apart, and the projectiles were handed from man to man till they reached the top. This wasn't easy--they were quite heavy, and trying to pass them up while hanging onto those steel rungs with our toes was pretty hard to do. I was the second man in line from the magazine. After about twenty minutes (it seemed like hours), we were told to quit and close the magazine. I was asked to climb up in the crow's nest and belt fifty-caliber machine gun ammunition, in case they would come back and continue their attack. I did this for a short time."*

Durrell's memoir

Since it was a Sunday, several senior officers were not onboard early that morning. COMBATFOR Admiral Pye and *California* Captain J.W. Bunkley were notably absent, although both would arrive before the last enemy planes departed. (Lt. Commander M.N. Little commanded the battleship for the first fifty minutes of the Japanese attack.) *California's* berth, at Quay F-3 off of Ford Island, made her particularly vulnerable. She stood anchored alone at the southernmost end of Battleship Row. Without another vessel beside her, hostile planes could attack the battleship from all directions. That



December morning, the *California* was almost fully loaded with her supply of fuel oil. As the attack progressed, torpedoes and bombs ripped the fuel tanks open. Fire and fumes spread throughout the ship. In such dire circumstances, one would think that laughter would not be heard. But Durrell remembers one humorous moment, even if it lasted only for a few seconds. He shared the episode with Lord in 1956. "At one time, the oil fumes got pretty bad, and not knowing for sure it wasn't gas, we were instructed to put on our gas masks." Lt. Fahrner, in Flag Communications, received a new mask. As Durrell recounts, Fahrner

"forgot to remove the strip of adhesive that covered the intake of his mask. After awhile, he jerked it off and exclaimed, 'I'd rather be gassed then suffocate in this thing.' It drew a big laugh when we discovered the tape. The laugh did a lot to ease the tension." In his Three-Ring Binder Album, Durrell saved a gas mask receipt that relates to this moment.

When the masks were given out, he received the one with the name “Master at Arms.” The receipt in the album is for this mask. Unfortunately, the Master of Arms did not survive the attack.<sup>v</sup>

*“We were hit by two torpedoes, which caused a severe list to port. Quick thinking by the officer who was on duty that morning counter flooded the starboard side of the ship to ease the strain on the cables that held us to our mooring. We didn’t capsize because the big cables that we were tied to held fast. Consequently, we went down slowly, almost on an even keel. The Oklahoma, that was moored aft of us, wasn’t as fortunate as its cables snapped, and it capsized, trapping many sailors inside.”* Durrell’s memoir

Japanese “Kate” torpedo bombers, “Val” dive-bombers, and “Zero” fighters all attacked the *California* that morning. Machine gun fire strafed the battleship. Two torpedoes and a 551-pound bomb hit the ship. Both torpedoes struck the *California* almost simultaneously, around 8:05 a.m., one landing forward of the bridge and the other aft, below Turret No. 3. (The Navy later estimated “the charges of both torpedoes were under 500 pounds and possibly as low as about 337 pounds.”) The nearby bulkheads were not completely ruptured, but the ship’s “unbuttoned condition” magnified the damage. In the conclusion of a prominent historian, who himself was a World War II naval officer, “Although the last of the battleships to be hit, she was less prepared than any for the blows.” This was because the *California* was scheduled for a Monday inspection. Many hatches or “voids” below deck were open Sunday morning in preparation for the inspection. That compromised the ship’s watertight integrity since



a hole in the *California* caused by a torpedo explosion

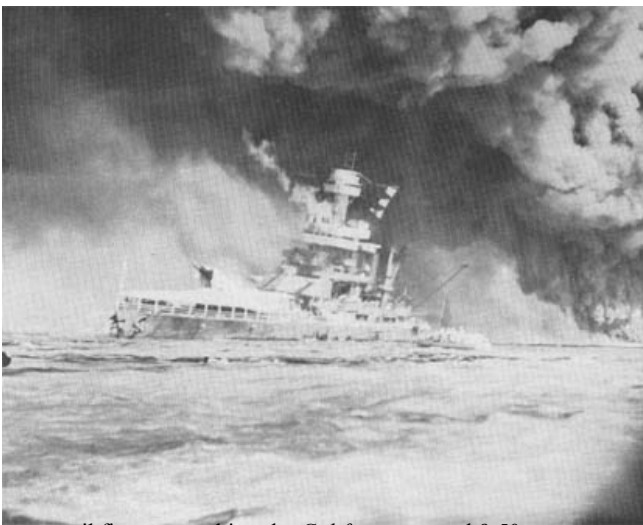
flooding spread more easily from one deck to another. As Durrell recounted in his memoir, the battleship started to “list to port” after the torpedoes hit. Ensign Edgar M. Fain gave the counter flooding orders Durrell wrote of that initially limited the list to four degrees. Saltwater entered the ship through the hole created by the torpedo that hit the forward section of the ship. The saltwater got into the fuel system. This resulted in the

loss of light and power, around 8:10 a.m., that Durrell referred to. (The damage control party restored both about 8:55 a.m.)<sup>vi</sup>

*“We were also hit by a five-hundred-pound bomb amid ship, which exploded in the ship’s service store and started a huge and very hot fire. At about ten o’clock, the*

*Captain called for all hands to abandon ship. I was assisting the communications officer bag what secret codes we could in preparing to leave the ship. Several hundred had reached Ford Island, which was only about fifty yards from the ship, and many more were on their way. But the wind shifted and cleared the smoke away. At that time, the Captain thought the situation wasn't hopeless, so he changed his mind and started to urge the men to come back and fight the fire. He was giving them quite a pep talk, telling them the California was worth saving. At that time, which was about 10:15 a.m., verified by the ship's log, I happened to notice that the flag had not been raised and was lying on the deck where the marines had dropped it when the Japanese hit us just a couple of minutes before eight o'clock. I grabbed a nearby seaman and together we raised the flag. The men started to stream back, and the fire was eventually put out. Just aft of us, between us and the Oklahoma, the tanker Neosho was moored, getting ready to unload a full load of aviation gasoline. During the height of the attack, she slipped her mooring and sailed clear to the back of the harbor. Miraculously, she wasn't hit or a lot of the harbor would have been incinerated. Just across the channel, on Ten Ten Dock, a Navy chaplain was watching the devastation that was going on. He quoted in a book that he wrote as he was observing the terrible scene about him, 'It was a big thrill to see the colors being hoisted out of the fire and smoke.' "* Durrell's memoir

In addition to torpedoes, Japanese planes also dropped armor-piercing bombs. One that weighed five-hundred-and-one pounds hit the *California* at 8:30 a.m.; it went through the main deck and exploded on the second deck. During the enemy raid, some minor damage later resulted from bombs that fell in the water near the ship. (A November 1942 Navy report estimated that the bombs carried about one hundred and thirty-three pounds of explosives.) On the battleship, smoke from onboard fires mixed with noxious fumes and gases. In the harbor, oil from the *West Virginia* and *Arizona* was burning along the port side of the *California*. (Nine enemy torpedoes struck the *West Virginia* that morning. The *Arizona* suffered a catastrophic explosion when a Japanese bomb hit it sometime before 8:20 a.m. The shell detonated a powder magazine. Within a minute of its impact, one hundred tons of explosives stored within the *Arizona* exploded. The



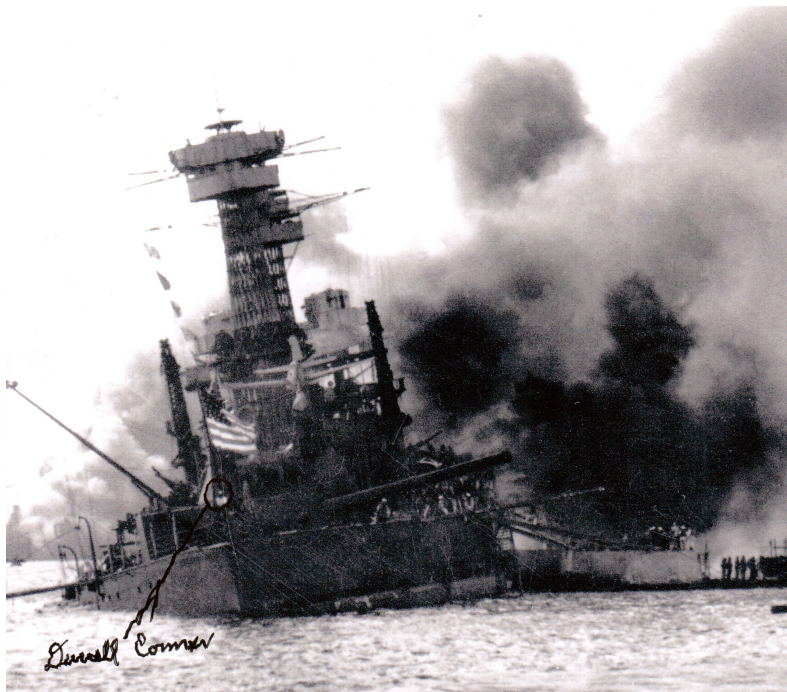
oil fire approaching the *California* around 9:50 a.m.

battleship split in two. Fire jumped from the ship to oil that had leaked into the water.) A large pool of the burning oil, originally from these two battleships, drifted towards the *California*'s stern. This prompted Captain Bunkley to confer with Admiral Pye on what the captain perceived to be a potential disaster if those flames reached the *California*. At 10:02 a.m., Bunkley ordered the crew to abandon ship. Most of the men who immediately responded to the order jumped into the water over the forecastle or they slid down



mooring lines to the forward quay. Black oil entered the nose and ears of sailors in the water, burning their eyes. Durrell had remained onboard, assisting Ensign Fahrner in saving “what secret codes we could.” By 10:15 a.m., winds had blown the threatening pool of burning oil away from the *California*. Bunkley cancelled the order to abandon ship.<sup>vii</sup>

In his letter to Walter Lord, Durrell noted that the sailor he enlisted “held the flag while I hoisted it. A big cheer went up from a motor launch full of survivors that was passing the stern. I recognized several of the men from my division and waved back. I like to think that seeing the colors go up gave some of the men a little encouragement to come back to the ship, for they started streaming back to fight the fire.” It appears that a photographer captured a moment soon after Durrell and the other sailor raised the flag on the *California*. As Durrell recounts, “Seventy-two years later, I received a phone call from a historian by the name of J. Michael Wenger who said he had an official photo of the *USS California* taken moments after the flag was raised. He sent me an enlarged copy of that photo which clearly shows a person standing below it. What a thrill to see my picture taken under these circumstances so long ago.”



This is the photograph Durrell received that captured the raised flag. Note his signature and the arrow he drew to the sailor under the flag. Durrell believes he is that sailor.

Three hundred and fifty-three Japanese planes carried out the attack over the course of approximately one hundred and ten minutes. By the time the assault ended, the enemy had inflicted heavy casualties and material losses on the Americans. The number of soldiers, sailors, Marines, and civilians killed reached 2,403. The wounded in those same categories totaled 1,178. The Navy, with 2,718 killed and wounded, incurred the greatest total casualties since Battleship Row had been the primary target. (Of the 1,500 men

assigned to the *Arizona*, 1,177 died, including all of the band members.) The crew of the *California* had numbered 120 officers and 1,546 enlisted. On December 7<sup>th</sup>, Durrell's ship lost at least 98 men (6 officers and 92 enlisted) and 64 wounded. (Deaths totaled 105 or 102 according to other sources.) Durrell believes one of the bluejackets killed was to have been his replacement. "My relief had been ordered because I was due to be discharged." He continues by noting that his replacement as well as many other recruits had just reported to the *California*. "When recruits came onboard," Durrell explains, "the first thing they did was to put them by the Master at Arms shack in amidships. That is right where that bomb exploded, so they were all killed."<sup>viii</sup>

In his 1956 letter to Walter Lord, Durrell shared stories of how survivors on the *California* responded to the horrors of that day. "The bodies were being counted as they were being carried off the ship. One man appeared with a mattress cover slung over his shoulder. When asked what he had, he replied, 'What I could find of a body.' The shock was too much for the counter (I believe a Navy chaplain), and he broke down and cried." Durrell shared two other instances with Lord of how men coped with the tragedy surrounding them. At one point that day, Durrell recalled, "The man I least expected it of, I found under a ladder, kneeling in prayer." Although that sailor was "a preacher's son," as Durrell remembers him, he was also "rowdy" and drank excessively. That is why Durrell "least expected" to find the man "in prayer." When asked if the change in character remained after December 7<sup>th</sup>, Durrell answered that no, the sailor "returned to his old self." Durrell remembered another crewman on the *California* who sat at his typewriter and typed over and over, "Now is the time for all good men to come to the aid of his country." Apparently, the sailor was traumatized.

Members of the United States military who lived through the enemy attack that morning eventually became known as Pearl Harbor Survivors. To a large degree, they received this name because of a national organization they formed in 1958--the Pearl Harbor Survivors Association. But their identification as "survivors" should not obscure another label they deserve--Pearl Harbor Defenders. Within minutes of when the Japanese assault began just before 8:00 a.m., soldiers, sailors, and Marines took to their battle stations and engaged the enemy. The fact that the *California* had no other ship beside her made her vulnerable to attack from all sides, as noted earlier. At the same time, the *California*'s solitary position gave the battlewagon the freedom to fire her guns without hitting a nearby ship. All of the magazines were located below deck. "However," Durrell explains, "there's what they call 'the ready box' by each gun." He pauses for a few seconds and adds one word to his statement on the accessibility of the ready boxes--"supposedly," implying that the ready boxes were not always "ready." Durrell verifies that these ammo storage boxes were usually locked. That morning, as later reported by the captain of the *California*, 50 rounds of ammunition for the 5-inch ready antiaircraft (AA) guns #1 and #2 "were in ready boxes." (These AA guns were located forward on the starboard and port sides of the boat deck.)<sup>ix</sup>

By 8:05 a.m., the *California*'s 50-caliber ready machine guns opened fire on the hostile planes. Unlike other machine guns, their ammunition was not locked away. Within minutes, crewmembers fired the five-inch antiaircraft guns as well. In the words

of a December 22, 1941 report by Captain Bunkley, however, “The shortage of ammunition immediately available at the guns was acute.” (Since much of the ship’s ammunition was stored in locked boxes, as the attack took place, locks were broken to give the crew access to the ammo.) Ready machine gun #2 developed a problem that necessitated hand loading after bluejackets fired each round. Durrell confronted a similar problem that he shared in his memoir. “I was asked to climb up in the crow’s nest and belt fifty-caliber machine gun ammunition, in case they would come back and continue their attack.” (The “crow’s nest” is the place in the main mast that is used as a lookout point.) Durrell expands on this memoir recollection today when he adds, “The machine gun I manned up in the main mast didn’t have any ammunition up there. When they finally got it up, it wasn’t belted. It couldn’t be used until it is belted.”<sup>x</sup>

Early in the attack, sailors onboard the *California* directed ready machine gun fire at an enemy plane that had just dropped a torpedo that hit the battleship. It was a Nakajima B5N, known as a “Kate.” The seaplane tender *Acocet*, anchored at the Naval Air Station dock on Ford Island, also fired at the Kate with her two 3-inch guns. The Japanese plane exploded in the air, crashing near the Naval Hospital. In addition to the machine guns and 5-inch 50-caliber AA guns, the *California*’s 5-inch 25-caliber AA guns turned on the enemy as well; sailors passed their ammo by hand from the magazines. (Unfortunately, the rounds from the 25-caliber guns exploded below the Japanese plane since the Kates flew above their range.) In his report a few weeks later on the *California*, Captain Bunkley claimed one clear “shoot down” and possibly another. As Bunkley wrote, “At 0830 shot down one enemy dive bomber with forward machine guns, which crashed in flames. At 0832, one enemy plane shot down over Ford Island by either own fire or that of another ship.”<sup>xi</sup>

That Japanese plane was one of twenty-nine aircraft Japan lost in the attack. For the United States, more than three hundred of its aircraft were destroyed or damaged as were eighteen ships anchored in Pearl Harbor on December 7<sup>th</sup>. But the Navy repaired almost all of the vessels, the *California* being one of them. The battlewagon, Durrell’s home since his graduation from boot camp, sustained some serious blows. The attack was over by 10:00 a.m. Crewmen onboard the *California* fought the fires on the main deck and starboard casemates. They used equipment the ship had and additional fire equipment brought over from Ford Island. Around 10:00 p.m. on the night of the 7<sup>th</sup>, sailors gained control of the fires. On Monday the 8<sup>th</sup>, more than one vessel arrived to pump flooded compartments. But, lacking watertight integrity below the second deck because of torpedo damage, water continued to make its way into the ship. The *California* stayed afloat for a few days. Her list increased to eight degrees. Three days after the attack, the *California* settled in about sixteen feet of mud at the bottom of its berth. With a list to port at that time of about five and a half degrees, just the ship’s masts and superstructures stood above the waves that came in. Even in mid-December, she was still losing oil into the water.<sup>xii</sup>

The *California* was not raised until March 1942. On the 21<sup>st</sup>, pumping from the inside began after water was cleared from the main deck. The battleship floated once the inside water level reached around the second deck. Repairs followed at navy yards, first



at Pearl Harbor and then at Puget Sound. The *California* went into dry dock in Hawaii on March 26<sup>th</sup>. Underwater repairs took place from early April through early June 1942. The Navy's report later that year on the battleship detailed the major problems repair crews confronted in its initial time in dry dock at Pearl. "A most formidable part of the repair job," the report concluded, was simply "one of cleaning. Oil flooding on and above the third deck was complete. The quantity of mud and oil in way of the torpedo [sic] and



the *California* on March 3, 1942

near-miss bomb damage was considerable. More than 200,000 gallons of loose oil were removed prior to docking. The resulting mess and filth in all compartments was indescribable. The magnitude of the job can best be explained by stating that after four months of work by several hundred men, only about half the job was done." The repairs done at Pearl Harbor did, however, allow the

*California* to leave on June 7, 1942 for the navy yard at Puget Sound. The battleship

remained there for almost two years, undergoing a major modernization. She left the West Coast early in May 1944 for the Marianas where the *California* fired her big guns in support of assault landings at Saipan, Guam, and Tinian. Before the war ended in August 1945, the ship participated in the liberation of the Philippines and in the last major Pacific campaign, Okinawa.<sup>xiii</sup>

Note: The above is an excerpt from a full-length story on Durrell that the World War II Experience is finalizing.

<sup>i</sup> Walter Lord's book became *Day of Infamy* (New York, 1957). Lord's letter to Durrell asked for his reply to seven specific questions regarding the events on December 7, 1941. (The letter is dated March 9, 1956.) In *Day of Infamy*, Lord quotes some of Durrell's written answers to his questions. In respect to the memoir quotations from Durrell quoted in this story (quotations identified as "Durrell's memoir"), they are a compilation of his accounts from the memoir and his 2011 "talk" to his church.

<sup>ii</sup> Six United States military airfields were on Oahu. Three were Army--Hickam Field, Wheeler Field, and Bellows Field; three were under the Navy--Ford Island, Kanoeha, and Ewa, which was the Marine Corps' air station ([www.worldwar2headquarters.com/HTML/PearlHarbor/PearlHarborAirFields/airfields.html](http://www.worldwar2headquarters.com/HTML/PearlHarbor/PearlHarborAirFields/airfields.html); accessed July 31, 2015). The number of planes in the first wave is taken from Joy Waldron Jasper, James P. Delgado, and Jim Adams, *The USS Arizona, The Ship, The Men, The Pearl Harbor Attack, And The Symbol That Aroused America* (New York, 2001), p. 103.

<sup>iii</sup> Cressman and Wenger, *Infamous Day*, p. 2; Jasper, Delgado, and Adams, *The USS Arizona*, p. 103; Kennedy, *The Library of Congress, World War II Companion*, pp. 488, 490; Japanese dive-bombers and

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fighters are identified as the Japanese planes that hit Hickam on

[www.15wing.af.mil/library/factsheets/factsheet.asp?id=5108](http://www.15wing.af.mil/library/factsheets/factsheet.asp?id=5108) (accessed July 31, 2015).

<sup>iv</sup> Mason, *Battleship Sailor*, pp. 84, 215 describes the call to General Quarters that morning on the *California*. Martin, *USS California*, p. 21 gives 8:00 a.m. as the time when the General Alarm was sounded. A November 22, 1942 Bureau of Ships, Navy Department report entitled *U.S.S. California, Torpedo and Bomb Damage, December 7, 1941* states that “General Quarters was ordered just prior to 0800.” (November 1942 report available online at

[www.researcheratlarge.com/Ships/BB44/PearlHarborDamageReport/](http://www.researcheratlarge.com/Ships/BB44/PearlHarborDamageReport/) (accessed October 25, 2016).

<sup>v</sup> Martin, *USS California*, pp. 21-22; Prange, *At Dawn We Slept*, p. 510; Commander Walter Karig and Lieutenant Welbourn Kelley, *Battle Report, Pearl Harbor to Coral Sea* (New York, 1944), p. 64; Mason, *Battleship Sailor*, pp. 213, 250.

<sup>vi</sup> Morison, *Rising Sun*, pp. 111-112; Prange, *At Dawn We Slept*, p. 510; Mason, *Battleship Sailor*, pp. 222, 225, 237, 239; Martin, *USS California*, p. 22. See also, the *USS California*’s December 22, 1941 report of the attack, written by Captain Bunkley, sent to the Commander-in-Chief, U.S. Pacific Fleet (available online); hereafter cited as Bunkley, December 22, 1941 report. A concise summary of what happened to the *California* on December 7<sup>th</sup> is at <https://pearlharborohu.com/battleship-uss-california-at-pearl-harbor/> (accessed October 25, 2016). The most detailed account of the *California* that day is the November 28, 1942 report by the Bureau of Ships, Navy Department, *U.S.S. California, Torpedo and Bomb Damage, December 7, 1941, Pearl Harbor*, hereafter cited as November 28, 1942 report; it is at

[www.researcheratlarge.com/Ships/BB44/PearlHarborDamageReport](http://www.researcheratlarge.com/Ships/BB44/PearlHarborDamageReport/) (accessed October 25, 2016).

<sup>vii</sup> Karig, *Battle Report*, p. 64; Morison, *Rising Sun*, p. 111; Martin, *USS California*, p. 22; Prange, *At Dawn We Slept*, p. 563; Mason, *Battleship Sailor*, pp. 222, 225, 232, 235. A December 7, 1941 report by Lieutenant Commander F.J. Eckhoff, and signed by Captain Bunkley, is online. See also, on the five-hundred-pound bomb Durrell wrote of, Bunkley, December 22, 1941 report and <https://pearlharborohu.com/battleship-uss-california-at-pearl-harbor> (accessed October 25, 2016) as well as [www.researcheratlarge.com/Ships/BB44/PearlHarborDamageReport](http://www.researcheratlarge.com/Ships/BB44/PearlHarborDamageReport) (accessed October 25, 2016). On the *USS Arizona*, see Jasper, Delgado, and Adams, *The USS Arizona*, p. 147; Kennedy, *The Library of Congress, World War II Companion*, p. 493.

<sup>viii</sup> United States casualty and material losses are taken from James M. Scott, *Target Tokyo, Jimmy Doolittle and the Raid That Avenged Pearl Harbor* (New York, 2015), pp. 14, 23; Jasper, *The USS Arizona*, pp. 104, 145, 147; Prange, *At Dawn We Slept*, p. 539. A concise summary of these statistics can also be found at [www.nationalww2museum.org](http://www.nationalww2museum.org) under “Remembering Pearl Harbor, A Pearl Harbor Fact Sheet” (accessed August 3, 2015). On the *Arizona* band deaths, see [www.nnaprentice.com/alumni/letter/Band\\_Unit\\_22](http://www.nnaprentice.com/alumni/letter/Band_Unit_22); this site shares the story of how the Battle of the Bands was eventually resolved—“That planned contest never took place. Instead, sometime in 1942 the Navy’s Fleet Recreation Services asked the members of the navy bands still stationed in Hawaii to vote on which band should be awarded first place in the aborted contest. The *Arizona* band was the unanimous choice...Now known as *The USS Arizona Band Trophy*, it sits in a place of honor at the Arizona Memorial Museum, overlooking the ship’s...and the US Navy Band Unit 22’s...final resting place.” *California* casualties vary slightly depending upon the source consulted; the numbers cited here are taken from Karig, *Battle Report*, p. 66 and Martin, *USS California*, p. 23, with the higher death count of 105 or 102 from [www.pearlharbor.org/history/casualties/pearl-harbor-casualties/](http://www.pearlharbor.org/history/casualties/pearl-harbor-casualties/) (accessed April 27, 2016) and <https://pearlharborohu.com/battleship-uss-california-at-pearl-harbor> (accessed October 25, 2016) respectively. The California State Military Museum’s web site also cites 98 killed, with 61 wounded ([www.militarymuseum.org/usscalif.html](http://www.militarymuseum.org/usscalif.html), accessed January 19, 2014). Japanese losses were twenty-nine planes, five midget subs, and less than one hundred men (Scott, *Target Tokyo*, p. 133; the National WW II Museum’s web site’s “Pearl Harbor Fact Sheet” gives “129 Japanese soldiers” killed).

<sup>ix</sup> Bunkley, December 22, 1941 report; Mason, *Battleship Sailor*, p. 212.

<sup>x</sup> Bunkley, December 22, 1941 report.

<sup>xi</sup> Martin, *USS California*, p. 22; Bunkley, December 22, 1941 report; Mason, *Battleship Sailor*, pp. 220, 224, 225.

<sup>xii</sup> Japanese losses were twenty-nine planes, five midget subs, and less than one hundred men (Scott, *Target Tokyo*, p. 133; the National WW II Museum’s web site’s “Pearl Harbor Fact Sheet” gives “129 Japanese soldiers” killed). Bunkley, December 22, 1941 report; Mason, *Battleship Sailor*, pp. 155, 245; Karig, *Battle*

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*Report*, p. 66; Martin, *USS California*, p. 22. Only the *USS Arizona* was completely destroyed in the enemy attack.

<sup>xiii</sup> November 28, 1942 report, [www.researcheratlarge.com/Ships/BB44/PearlHarborDamageReport](http://www.researcheratlarge.com/Ships/BB44/PearlHarborDamageReport) (accessed October 25, 2016); [www.militarymuseum.org/usscalif.html](http://www.militarymuseum.org/usscalif.html) (accessed January 19, 2014). Like others in her battleship class, the *California* was sold for scrap in 1959.