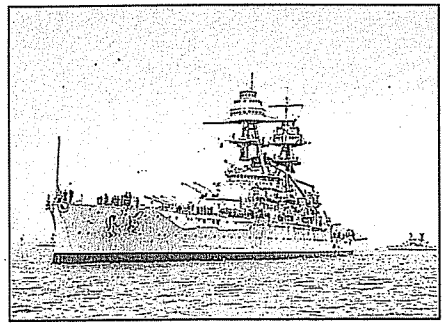
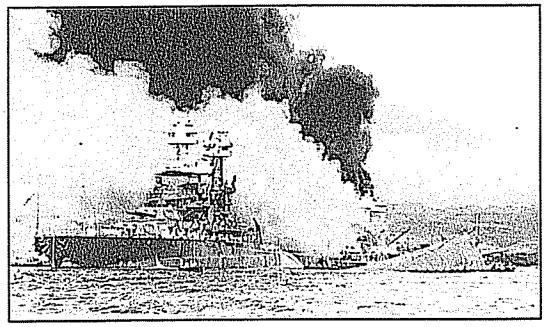
SHIP:

The Oklahoma's losses were the second-heaviest at Pearl Harbor.

FROM A-25





Left, the USS Oklahoma lies capsized in Pearl Harbor alongside the USS Maryland on Dec. 7, 1941. Far left, the Oklahoma, which was christened in 1914, is shown in an April 1938 photo. The battleship was one of the first to carry the U.S. Navy's triple gun turrets.

Associated Press file

More than 400 crewmen lost their lives. That more did not die is owed largely to the heroics of sailors and civilians who cut through the upturned hull to rescue those trapped below decks.

The Oklahoma was refloated in 1943 and sold for scrap after the war, but sank in the Pacific while being towed to California.

"I think the guys who were on the Oklahoma preferred that to having it made into razor blades," said King's friend, Oklahoma state Sen. Jim Reynolds, R-Oklahoma City.

But it wasn't what they would most like. At King's urging, Reynolds became involved with surviving crew members who want the Oklahoma remembered at Pearl Harbor.

The major memorial there is to the USS Arizona, and for good reason. The Arizona took a direct hit from a 1,700-pound Japanese bomb that blew up the ship's forward magazine. The ship sank immediately with the loss of nearly 1,200 lives. It remains at the bottom of the harbor, still oozing oil.

The Oklahoma's losses, though, were the second-heaviest, and its remaining crew, King, Reynolds and others think it deserves a place of honor.

Monday night, the USS Oklahoma gets one.

Reynolds and U.S. Rep. Tom Cole, R-Okla., are among the dignitaries expected for the dedication of a permanent Oklahoma exhibit at the Arizona Memorial.

"It's been a moment many crew members of the Oklahoma have looked forward to," Cole said. "They have waged a very vigorous campaign."

Oklahoma enthusiasts hope the exhibit is just a step toward a memorial of some sort, probably on Ford Island. When it sank, the Oklahoma was anchored off Ford Island, in the middle of the harbor, next to the USS Maryland. The Oklahoma took the brunt of the torpedoes, leaving the Maryland relatively intact.

By coincidence, the decommissioned USS Missouri, now a museum, is anchored in about the same spot.

"We've looked at several sites on Ford Island," Reynolds said. "The problem is with accessibility. Before 9/11 you could get to Ford Island by car. Now the only way for a civilian to go is on a tour of the Missouri. That tour costs about $15. The guys from the Oklahoma want easy access."

Reynolds said there has been some talk of building another dock near the Missouri and operating a shuttle to it from the Arizona Memorial.

Cole said he joined the cause last year when the Oklahoma survivors met in Oklahoma for the first time. U.S. Sen. Jim Inhofe, R-Okla., also got involved, which Cole said was very helpful.

"I've had people at the National Park Service tell me the Oklahoma is a tremendous story, and they weren't that aware of it," Cole said.

The Oklahoma's keel was laid in 1912 at Camden, N.J. Lorena Cruce, Gov. Lee Cruce's daughter, christened the ship in 1914.

The Oklahoma and its sister, the Nevada, displaced 27,500 tons and were the first to carry the U.S. Navy's triple gun turrets. They were also the Navy's first battleships driven primarily by fuel oil.

The Oklahoma and Nevada were also distinctive for their "all-or-nothing" armor, which shifted protection to the ships' most vital areas while leaving others exposed.

During World War I, the Oklahoma patrolled the Atlantic and escorted President Woodrow Wilson to France in 1919. In 1921, it was shifted to the Pacific.

A two-year overhaul in the late 1920s altered the Oklahoma significantly. Airplane catapults were added, weapons systems were replaced and updated and armor added.

In December 1941, the Oklahoma and Nevada were two of the oldest battleships in the U.S. fleet. The only older one, the Utah, was used for training.

All three were at Pearl Harbor.

The Utah, like the Oklahoma, capsized with the loss of about 50 men during the Japanese attack. The Nevada ran for the open sea but was hit and had to be run aground to keep from sinking in the harbor entrance.

The Oklahoma rolled over so quickly that many men below deck were able to survive in pockets of trapped air. A civilian shipyard worker, Julio DeCastro, hurriedly organized the rescue crew that cut through the ship's hull.

The Oklahoma, the Arizona and the Utah were the only ships sunk at Pearl Harbor not to return to service.

Refloating the Oklahoma turned out to be one of the biggest salvage jobs ever, requiring 21 winches and more than a year. The Oklahoma's age and its extensive damage precluded refitting it, but the Navy wanted it out of the way.

Stripped of guns and superstructure, it sank loose in May 1957 while in tow to California.

"This exhibit is long overdue," Cole said. "It's important to remember a unique era that has passed."

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CHERRY:

Restaurants helped entertain children with more than just food.

FROM A-25

families to enjoy.

"It's not that much fun just giving away food," she said. "I knew the kids would want something to do. We've been full all day with children. We had to go buy more supplies to keep up."

Austin and Wyatt Bain, along with their parents, participated in all Hideaway had to offer. The boys made crafts, and mom had her face painted.

After they were done there, the family headed down to the tamales outside Doe's.

"I think this is pretty neat," the boys' dad, Joe Bain, said. "Munch your way down Cherry Street."

The parade ran down 15th Street from Utica to Peoria avenues and featured the Tulsa Fire Department and its clowns, Santa, a dance troupe, Girl Scouts, Cub Scouts and other civic organizations. Many threw candy to eager children lining the streets.

"I got some candy," 3-year-old Daniel Hanson said, smiling as he gripped a handful of treats. "And I got a pencil."

Representatives from Doe's and Hideaway said they knew the event would be something people would enjoy.

"They said the world's shortest parade was going to be out here today, so we thought we'd set up a booth out here," Doe's owner Skip Long said. "A lot of people haven't tasted my tamales. I think if they taste my tamales, they'll come have a steak."

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EXHIBIT 59

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Our apologies:
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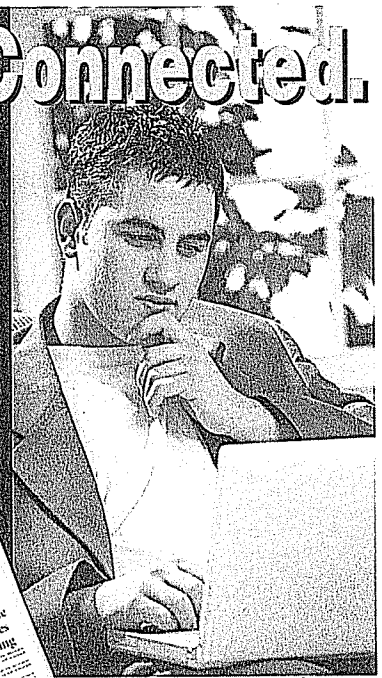

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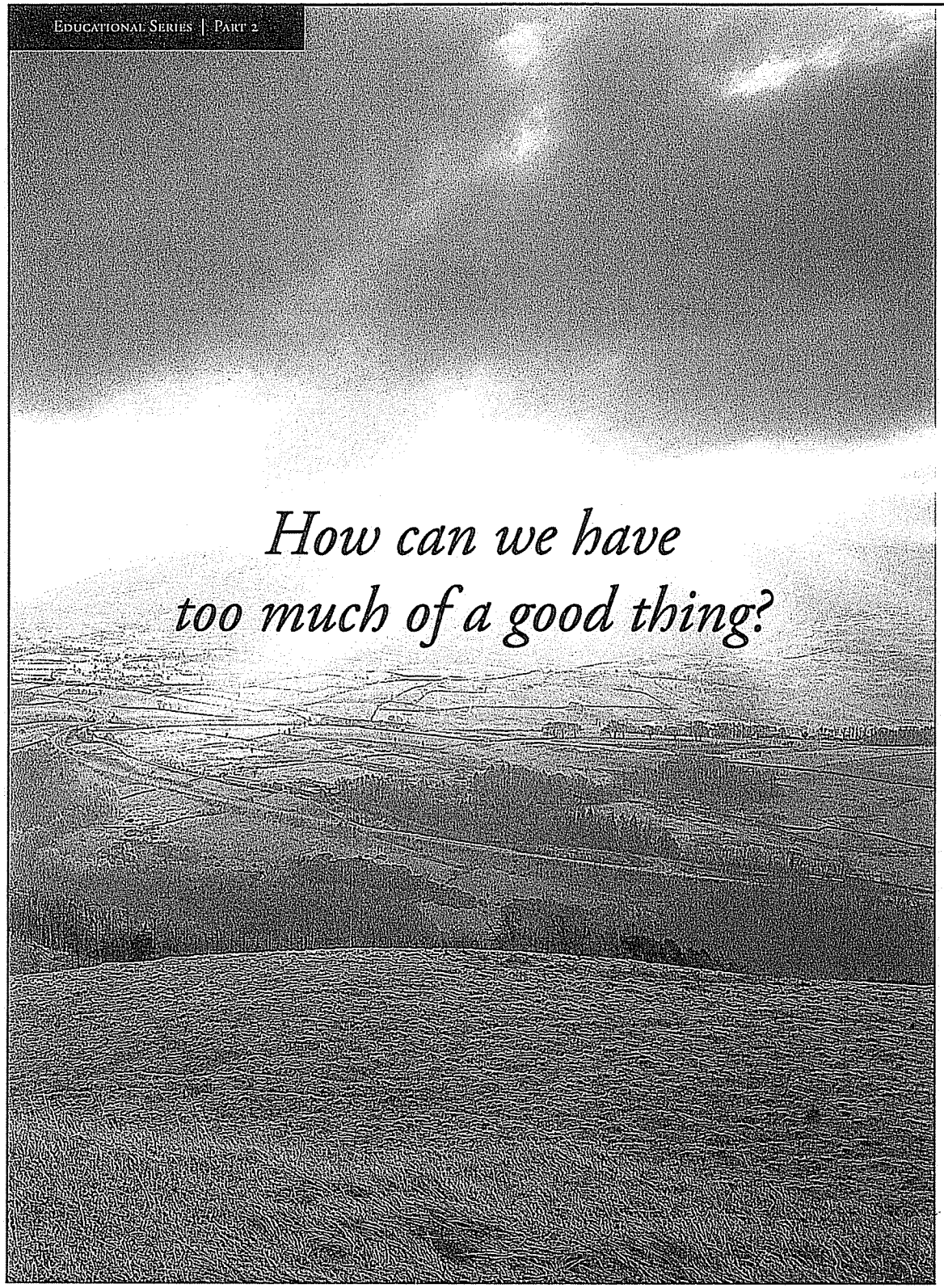

How can we have too much of a good thing?

Lately, a good deal of concern has been raised about the effect of excess nutrients on the land and waters of Eastern Oklahoma.

So where do these nutrients come from?

Nutrients can come from many sources, one of which is the use of poultry litter as an organic fertilizer. However, many other man-made and natural sources contribute nutrients to our watersheds.

The 1.2 million cattle that graze in Eastern Oklahoma deposit a considerable amount of nutrients on the land and in our streams in the form of manure. (By comparison, a broiler chicken produces less than three ounces of manure a day; a grazing cow produces 60 pounds per day and there are no application guidelines for cattle farmers.)

Other sources of nutrients include commercial chemical fertilizers used for agriculture and lawns, plant nurseries, rural septic tanks and municipal waste treatment facilities. Even golf courses, if not run properly, contribute nutrients through the use of highly soluble commercial fertilizers.

In short, the sources of nutrients in our watershed are many.

Today in Oklahoma, only one of the above mentioned potential sources is regulated and monitored—The poultry industry.

We have recently proposed an extensive plan to address poultry-related nutrient management here in our Scenic River Watersheds. With the state's endorsement, we hope to move forward with this plan.

But a truly comprehensive plan of nutrient management must go beyond one industry and encompass all who contribute to nutrient buildup in our watersheds.

We are making a major effort in our industry to manage nutrients. Now we encourage everyone who has a stake in our land and our waters to join us.

Peterson Farms | George's | Tyson | Simmons | Cargill — Cargill Turkey Production, LLC

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