

POCH 26
S2: F52

APPEALS AND COMMEMORATIONS

PORT CHICAGO NAVAL MAGAZINE NATIONAL
MEMORIAL, ANNIVERSARY EVENT

2005



61st Anniversary of the Port Chicago Explosion

Sunday, July 17, 2005, 10:00 a.m.
Port Chicago Naval Magazine National Memorial
Concord, California

EXPERIENCE YOUR AMERICA

P.O. Box 280, Danville, CA 94526 www.nps.gov/poch



(U.S. Navy)

On this date, 61 years ago, 320 military and civilian men gave their lives in service to America when the munition ships they were loading mysteriously blew up

Today, we honor those men who gave their lives while supporting America's fight during World War II to keep our freedom

To attend this free event, RSVP with your name, phone number, and the size of your party to (925) 838-0249 or poch_interpretation@nps.gov

To board the required shuttle service to the commemoration event, arrive between 9:15-9:45 a.m. at the parking lot by the Weapons Station's main gate on Port Chicago Hwy

For current information, visit our website at www.nps.gov/poch

LOCAL BEARINGS

East Bay: Take Interstates 580 or 880/980 N., to Hwy. 24 E., take 680 N., take Hwy. 4, exit to **Port Chicago Hwy. North (PCH)**, to Main Gate.

South Bay: Take I-680 N., take Hwy. 4 E., exit to PCH N. to Main Gate.

Sacramento: Take I-80 W., take I-680 S., take Hwy. 4 E., exit to PCH N. to Main Gate.

Delta: Take Hwy. 4 W., exit PCH N. to Main Gate.

San Francisco/Peninsula: Take I-101 to I-80 Bay Bridge, take Hwy. 24 East, take I-680 North, take Hwy. 4 East, exit to Port Chicago Highway North to Main Gate.



(NPS)

Port Chicago Naval Magazine National Memorial

The Memorial is located on an active military base. Visits are arranged by advanced reservation only and are available Wed-Sat at 10:00 a.m. and 1:30 p.m. (allow 2 hours). Visit includes free shuttle and a guided tour. Allow two weeks to process your request.

For more information or to make tour reservations, call (925) 838-0249.

5/11/05 NPS / Eugene O'Neill
Park Manager

my name John Dell'osso
Blank

David Blackburn, ^{will be new} ^{Acting} ^{Interim} Superintendent
Chief of interpretation
at John's visit

925-228-8860

Glenn's map being reviewed at office
in D.C.

cc copy
comms
to him → John Jarvis, regional director of NPS, is
"very supportive" of permanent memorial

John D. said NPS interested in enlarging memorial
site regardless of base closing (250 acres)
Question of moving Chapel? John D. will
allow yr.

* Need to contact Concord NWS commander re

- ① preserving the chapel (+ moving closer to site)
- ② Set up visitors ctr in officers' quarters
(interim)

John D. will have NPS website link to ours

Richard ~~Peetles~~ Peipers — chief officer

Port Chicago Committee Vision Statement

The Port Chicago National Memorial commemorates an event of major significance during World War II. On July 17, 1944, a devastating explosion took the lives of 320 persons. It was the largest home-front disaster during World War II. Most of those who died were young African American sailors. Other fatalities included Navy officers, crew members, Navy Armed Guards, civilian workers, as well as Marine and Coast Guard personnel. The explosion destroyed the base and severely damaged the nearby town of Port Chicago, injuring several hundred residents.

The ammunition loading workforce at the Port Chicago Naval Ammunition Depot was composed exclusively of African Americans. After the disaster some 258 of the black sailors engaged in a work stoppage on August 9, 1944 to protest the racial discrimination and unsafe working conditions at the base. Fifty of the sailors were charged with mutiny and convicted in the largest mutiny trial in U.S. Navy history. In the aftermath of the work stoppage, historic steps toward racial integration in the Navy were taken, encouraged by such figures as Eleanor Roosevelt, who used Port Chicago as an example of the need for desegregation in the military.

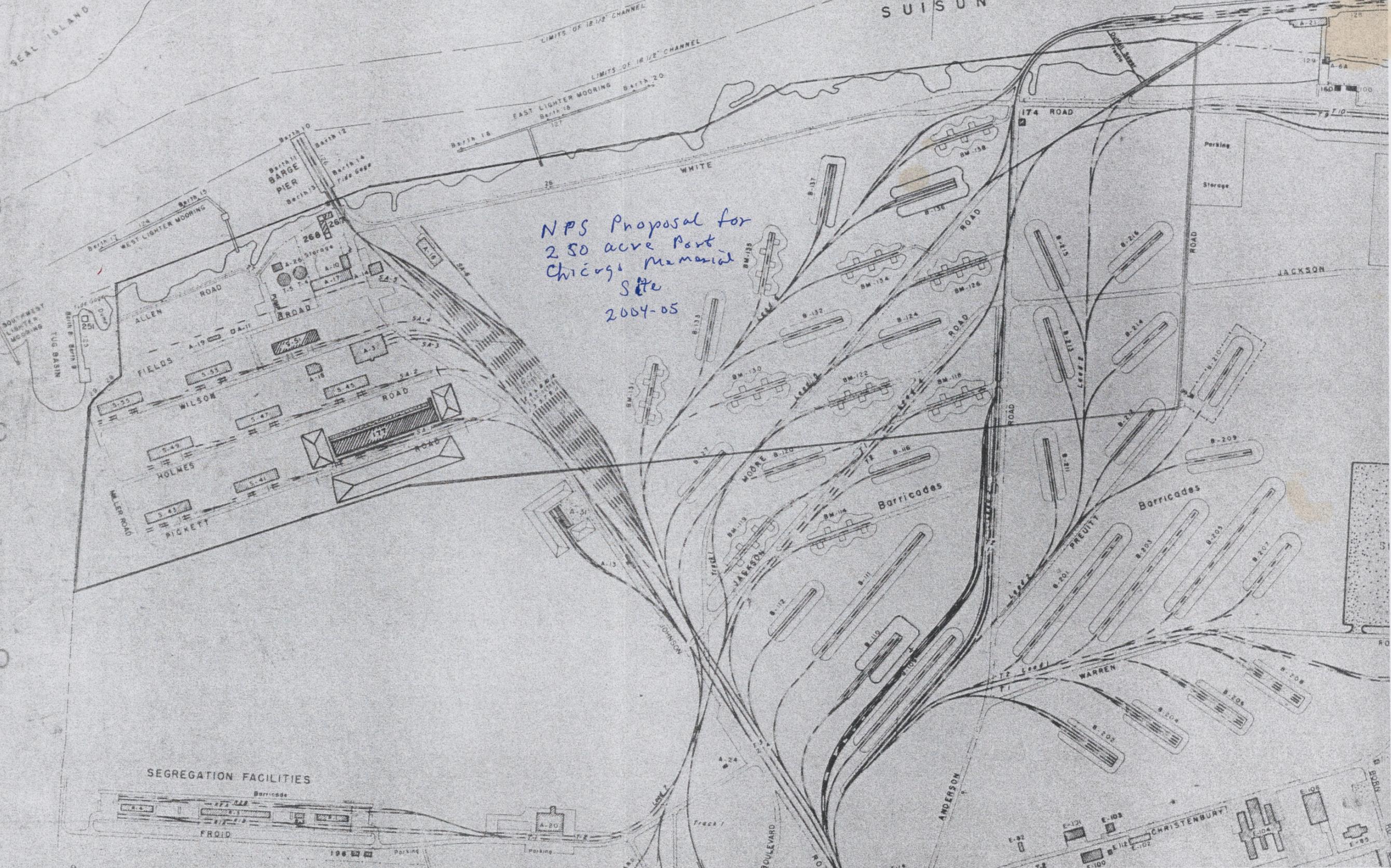
The Committee envisions a future Port Chicago National Memorial that will expand the current Memorial, located on the site of the explosion, and will encompass 250 acres of the former Port Chicago waterfront. The memorial site will include some of the railroad revetments and old boxcars from the 1940s period. The current base Port Chicago Memorial chapel, with stained glass windows depicting the WWII operations, will be maintained as a site for remembrance and reflection. The Memorial will pay tribute to those who died in the explosion. Educational programs will be provided focusing on the significance of the base operations towards the war effort, as well as the injustices of racial discrimination and segregation at the base prior to the explosion.

An interpretive visitor center will exhibit maps, photographs, memorabilia from survivors, and audio and video presentations on the history and significance of the base. Special interactive exhibits will be developed for school children. An audio-tour with voices of survivors will add to the information and emotional depth to the exhibits. A small auditorium will be included for lectures, video showings, and memorial events. Outreach efforts to local communities and schools will be organized to inform the public about site activities and encourage organized visits by school groups and others.

We invite your support to keep the story of Port Chicago alive by expanding the National Park Service Memorial and public services. For more information please contact:

Port Chicago Committee
c/o Unity Church of San Leandro
501 Joaquin Avenue
San Leandro, CA 94577

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NPS Proposal for
250 acre Port
Chicago Memorial
Site
2004-05

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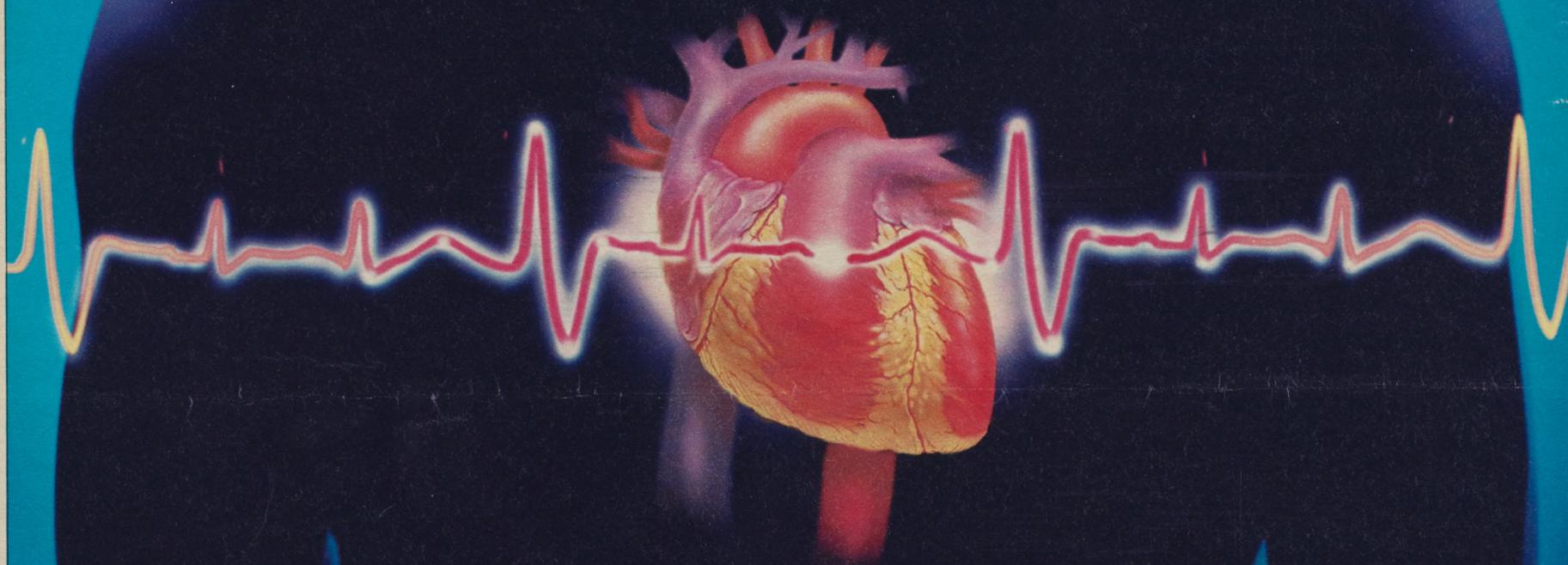
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PARADE



How To Strengthen Your Heart

The one health report you can't afford to miss.

By Dr. Isadore Rosenfeld

Plus... Righting a Historical Wrong • Ask Marilyn's News Contest • Actress Portia de Rossi

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More than 60 years ago, a group of African-American sailors was dishonored by the U.S. Navy in one of the greatest miscarriages of justice in our history.

Isn't It Time To Right The Wrong?

By Tom Seligson

IN THE SUMMER OF 1944, PORT CHICAGO—a Navy base 30 miles northeast of San Francisco—was the scene of a devastating explosion. Hundreds of lives were lost in what's considered the deadliest home-front disaster of the war. Most of the dead and injured were African-Americans, put in harm's way by a segregated military little concerned for their safety. Worse, racism lay at the heart of the disaster and later of an event that has been called one of the biggest miscarriages of justice in our history.

At the time, Port Chicago was the busiest ammunition depot on the West Coast. The sailors worked around the clock, loading bombs, depth charges and torpedoes onto ships headed for the Pacific theater. In the segregated U.S. Navy, the job of loading the deadly ammunition was performed only by black sailors. "To find yourself loading ammunition was a disappointment," recalls Robert Routh, an African-American sailor from Memphis

who was 19 at the time. "We all wanted to be actually fighting. But we knew that what we did was essentially to the war."

Essential but risky. "Loading ammunition was extremely dangerous," explains Robert L. Allen, author of *The Port Chicago Mutiny* and the foremost authority on the events. "The sailors were given no training for it. On top of that, it was common practice for the officers to pit the men against each other, betting to see who could load their boat the fastest."

A Coast Guard detail working at the port warned the Navy that these unsafe conditions could lead to a disaster. The Navy re-

fused to change its procedures, and the Coast Guard withdrew its men.

The Night Calm Was Shattered

On the evening of July 17, 1944, two cargo ships were tied up at the pier. The *E.A. Bryan* was almost fully loaded with 4600 tons of cluster bombs, depth charges and 40 millimeter shells. The *Quinalt Victory* had just docked. Robert Routh and fellow sailor Percy Robinson, 18, from Chicago, were in their barracks. At 10:19, the night calm was shattered.

"I was in my bunk when the explosion occurred," recalls Robinson. "I was looking out the window, and all of a sudden everything turned to sunlight. I jumped up to see what was happening, and then I felt the concussion. I instinctively covered my face with my arms. Then a second explosion lifted me up and knocked me to the floor."

Robert Routh also turned toward the window at the first explosion. "It was the greatest fireworks you ever wanted to see," he

In a segregated Navy, only black sailors loaded ammunition at Port Chicago. When an explosion blew it up, 202 of them were killed.

Where it happened. Port Chicago—30 miles northeast of San Francisco—was the busiest ammunition depot on the West Coast in 1944.



Survivors of the explosion, Percy Robinson (l) and Robert Routh, today. In 1944, they were sailors who worked loading ammunition at the port. Below: Robinson (circled) and a crew transfer deadly cargo at the time, while a white officer looks on.

PHOTOS BY DAVE LAURIDSEN FOR PARADE (ROBINSON & ROUTH); COURTESY OF PERCY ROBINSON (CARGO), NATIONAL PARK SERVICE (RUINS), SAN FRANCISCO EXAMINER (WRIGHT); AND CAPA/TIME-LIFE/GETTY (MARSHALL); MAP BY JIM McMAHON

recalls. It also was the last thing he ever saw. "With the second explosion, glass went everywhere. It was a combination of the glass and the concussion that destroyed my eyes."

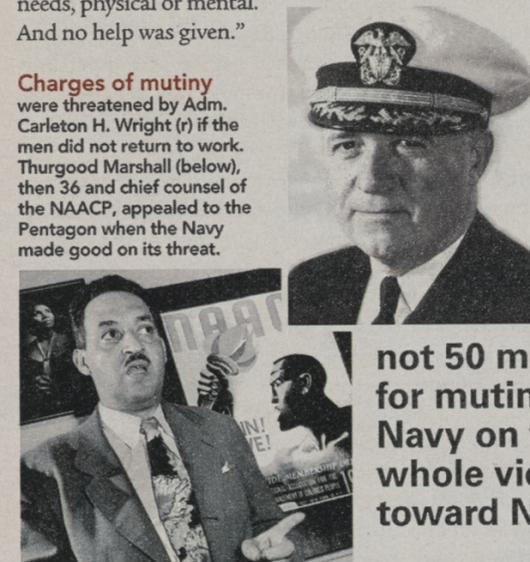
The second explosion was so powerful that seismographs at Berkeley recorded it as an earthquake. The *E.A. Bryan* was blown into tiny pieces. The *Quinalt Victory* was ripped apart, and Port Chicago's wooden pier was completely destroyed. The human cost was even worse. Everyone on the pier and aboard the two ships was killed. Of the 320 fatalities, 202 were black. And of the 390 injured, 233 were black.

As bad as it was, though, the disaster might not have made history if it weren't for what followed.

The Navy's Insult

A Navy court of inquiry ruled out sabotage. It heard testimony about the unsafe conditions at the port, but its final report absolved the white officers of any responsibility and blamed the tragedy on "rough handling" of the explosives by the black sailors. Then the white officers were granted 30-day leaves. "None of the black sailors were granted leaves," says Robinson, who suffered lacerations to his face, head and arms. "I requested 30 days of leave, which you're entitled to if you're wounded. I was turned down." Instead, they were given the grim task of collecting the remains of their fellow sailors. "You can imagine the psychological impact this had," says Routh. "My loss of sight was traumatic, but everyone had traumatic needs, physical or mental. And no help was given."

Charges of mutiny were threatened by Adm. Carleton H. Wright (r) if the men did not return to work. Thurgood Marshall (below), then 36 and chief counsel of the NAACP, appealed to the Pentagon when the Navy made good on its threat.



"This is not 50 men on trial for mutiny. This is the Navy on trial for its whole vicious policy toward Negroes."

—Thurgood Marshall

Ruins of the pier on the Port Chicago waterfront the day after the explosion. The black sailors who survived the blast were soon ordered back to work loading ammunition. Those who refused to resume the dangerous duty were locked up.



HUNDREDS KILLED IN EXPLOSION OF 2 FRISCO BAY AMMUNITION SHIPS

The Sailors Take a Stand

Instead, three weeks after the explosion, the black sailors were ordered back to work. But the men had had enough. Of the 328 ordered to resume loading ammunition, 258 refused. Routh's blindness had ended his military service, but Robinson—just released from the hospital—was among those who balked. "We all had our reasons for not going back to work," he explains. "Some were afraid of another explosion. I was angry that they wouldn't let me go home."

All 258 black sailors were locked up on a barge. "A few days later, we were led out and addressed by the admiral [Carleton H. Wright]," recalls Robinson. "He told us that if we didn't go back to work, we would be charged with mutiny. And mutiny is punishable by death by a firing squad. I believed he meant it, so I was one of 208 men who stepped forward. I was put in prison anyway. I was charged with disobeying an order." The 50 sailors who still refused to go back to work were, in fact, charged with mutiny.

Mutiny Charged

It was the largest mass-mutiny trial in U.S. Navy history. "Their lawyer was a ju-

nior officer going up against senior officers," explains Robert L. Allen. "He took the position that the men were in shock and fear, and that led to a work stoppage. There was no conspiracy to commit mutiny. This was nothing but a peaceful sit-down strike." The trial received a lot of attention and was followed closely by Thurgood Marshall, the future Supreme Court justice who was then chief counsel for the NAACP.

Fully aware of the conditions at Port Chicago and how segregation, unfair treatment and discriminatory orders had contributed to the incident, Marshall noted: "This is not 50 men on trial for mutiny. This is the Navy on trial for its whole vicious policy toward Negroes."

Injustice Continued

But after 32 days of hearings, the court deliberated only 80 minutes before finding all the sailors guilty. They were sentenced to 15 years in prison. The 208 sailors who had initially joined them were imprisoned for 90 days, then given summary courts-martial and bad-conduct discharges.

The verdicts caused a public uproar in black communities. Thurgood Marshall appealed the case to the Pentagon, and even Eleanor Roosevelt became involved. But the Navy refused to reconsider the convictions. It wasn't until 1946, in the general euphoria over the end of the war, that the Port Chicago sailors—along with many other imprisoned servicemen—were granted clemency and released.

Ironically, from behind bars, the accused had helped to achieve some of their objectives. "With all the protests, the Navy realized it had a public-relations problem," says Allen. "They brought in white sailors to help load ammunition. This began the process of desegregation in the Navy."

The survivors of Port Chicago returned home, but what had happened to them continued to weigh on their lives. "Many of the men were still living with continued

What You Can Do

To support a stamp in memory of those who lost their lives at Port Chicago, contact your U.S. Representative and/or the Citizens' Stamp Advisory Committee, Stamp Development, U.S. Postal Service, 1735 N. Lynn St., Room 5013, Arlington, Va. 22209-6432. For more on an advocacy group that is working to clear the sailors' mutiny convictions, visit www.equaljusticesociety.org/portchicago on the Web.

For links to Congress and others cited above, visit www.parafe.com on the Web.

a sense of humiliation and shame over their being imprisoned for mutiny," Allen says.

"I didn't tell anyone about my court-martial," says Percy Robinson, now 79. "Not even my wife."

Can We Set This Right?

For more than 15 years, Rep. George Miller (D., Calif.), whose district includes the old port, has joined others in trying to clear the names of the men. "This was a miscarriage of justice based on the racism of the time," Miller says. "What these men did by disobeying were acts of personal courage."

The Navy did review the cases in 1994, but it upheld the



Keeping up the fight is Rep. George Miller (rear, in shirt), who has continued to pressure the Navy and Congress to clear the names of the 50 sailors charged with mutiny. Here, he's honored by members of the World War II Black Navy Veterans of Great Lakes for his efforts.



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"The Navy keeps saying the trials were fair. Well, the trials only took place because the sailors were African-American." —Rep. George Miller

original convictions. "The Navy has a lot of trouble admitting mistakes," says Miller. "They keep saying the trials were fair. Well, the trials only took place because the sailors were African-American. They would not have been on trial if they hadn't been."

Finally, in 1999, President Clinton granted a pardon to one of the only surviving Port Chicago sailors convicted of mutiny—Freddie Meeks.

Percy Robinson's defiant spirit (he was once a boxer) is still evident. He told his lawyers he didn't want a pardon to erase the court-martial on his record. "A pardon means I'm forgiven for something I did wrong. I don't think I did anything wrong," he asserts. After 35 years as a research scientist in Los Angeles, Robinson is now on his second career as a commercial photographer.

Despite his blindness, Robert Routh went back to school, eventually earning a master's degree at Pepperdine University. Robust and good-humored, he still works full-time as a benefits counselor with the Department of Veterans Affairs.

Port Chicago itself no longer exists. The site of the explosion is now part of the Concord Naval Weapons Station, which is used by the Army. The only sign of the tragedy that once occurred here are the pilings from the old pier.

In 1994, a monument was built and a chapel dedicated to commemorate the men who lost their lives. To further honor the memory of those men, there is an ongoing campaign to support the issuance of a Port Chicago stamp by the U.S. Postal Service. Forty members of Congress already are behind the initiative.

"A stamp will help make people aware of the great injustice that was done here," believes Robert L. Allen. "It would be an appropriate way to recognize this tragedy and honor these men."

PHOTO COURTESY OF REP. GEORGE MILLER

Taking Our Pulse

The PARADE/Research!America Health Poll

Americans are increasingly aware of the importance of taking preventive measures to ensure heart health, according to the latest poll by PARADE and Research!America, a nonprofit public-education and advocacy group that promotes medical research. The poll was conducted by the Charlton Research Co.

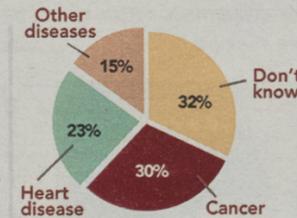
What Americans Know About Heart Disease

What disease is the most common cause of death in the U.S.?

Nearly half (47%) of those polled named heart disease as the leading cause of death, while 33% said cancer. In reality, cancer surpassed heart disease as the No. 1 killer of Americans under 85 (98.4% of the population) for the first time in 2002. The drop in deaths from heart disease can be attributed in part to fewer smokers, better surgical techniques and improved drugs.

Have you and your doctor ever discussed how to keep your heart healthy?

Nearly 65% said they have had such a conversation.



What disease or condition do you believe we have made the most progress in preventing, treating and curing?

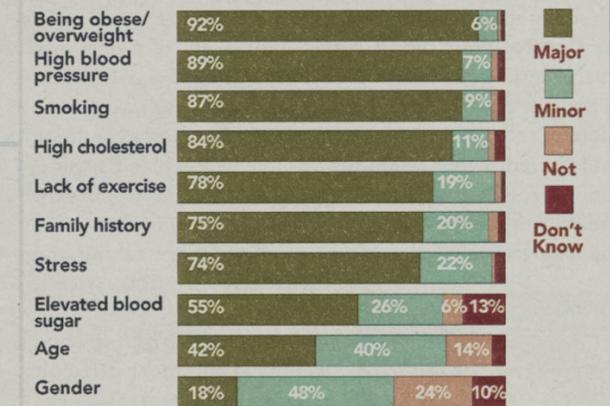
Most of those polled were unaware that research has made significantly more progress preventing and treating heart disease than other diseases. Cardiovascular disease is the only group of

diseases for which the mortality rate has decreased dramatically in the last half-century; in many cases, research has turned it from a killer into a chronic disease or found ways to prevent it altogether.

Have you changed your own behaviors in an effort to lower your risk of developing heart disease?

Although 73% replied that they had changed their behavior, obesity—a major risk factor—has increased in the United States. Still, the numbers reflect that many Americans are making lifestyle changes.

Risk factors are behaviors or conditions that make it more likely for a person to develop a disease. Which of these is a risk factor for heart disease?



Clearly, Americans recognize the major risk factors for heart disease.

Our poll of 1000 people, representing a cross-section of Americans, has a sampling error of ±3.1%.

For more results of this poll, visit www.researchamerica.org on the Web.

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2005 The Year Of The Heart

Heart Health | continued

were common with the older drugs. Normalizing blood pressure greatly reduces the risk of both stroke and heart attack by slowing down the formation of

arterial plaques that narrow the blood vessels everywhere in the body—especially in the brain, heart, kidneys, eyes and legs.

Control your blood sugar. Almost 80% of people with diabetes die of some form of heart or blood-vessel disease. That risk can be reduced by keeping sugar levels as close to normal as possible. We also now have identified a condition called prediabetes. Millions of people whose blood sugar is only slightly elevated can be protected from developing the full-blown disease—and its life-threatening complications—by losing weight, exercising and, if necessary, taking oral medication to lower their blood sugar.



Like any muscle, the heart is strengthened by exercise.

Lose weight. Excess weight is the most difficult risk factor to control, as evidenced by all the diets and “miracle pills” that come and go. Despite Atkins, South Beach, Beverly Hills, Scarsdale and all the other diets that have hit the best-seller lists, the old reliable formula still holds: Calories in should be less than calories out. That means eating less (fewer “calories in”) and exercising to burn the calories you do consume (more “calories out”).

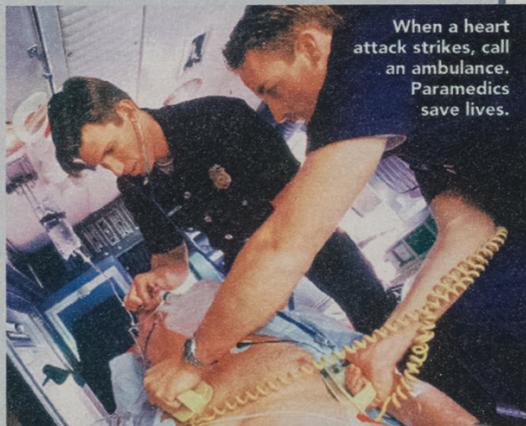
But exercise, good for both the mind and the body, must be done on a regular basis, not just when you feel like it. It doesn't need to be exhausting or unpleasant. Choose the kind that you enjoy and set aside a minimum of 30 minutes a day on most days of the week to do it.

Here's the bottom line: Cardiovascular diseases remain the No.1 cause of death in this country. Thanks to modern advances in prevention and treatment, they really don't have to be. You don't have to go it alone. Heart health should be a joint venture with your doctor, who is best suited to help you.

PARADE Health Editor Dr. Isadore Rosenfeld is a former member of the advisory panel to the U.S. Secretary of Health and Human Services. He also is the author of nine best-selling books. His latest is “Dr. Isadore Rosenfeld's 2005 Breakthrough Health” (Rodale).

If You Think You're Having a Heart Attack

Some heart attacks are sudden and intense—the kind you see in the movies, where everyone immediately knows what the problem is. But most real-life heart attacks start slowly, with mild pain or discomfort. Often the patient isn't sure what's wrong and may wait too long before seeking help.



When a heart attack strikes, call an ambulance. Paramedics save lives.

Warning Signs

Here are some of the signs that can mean a heart attack is happening:

- **Chest discomfort.** Most heart attacks involve discomfort in the center of the chest that either persists or comes and goes. It can be a sensation of pressure (like someone sitting on your chest), squeezing, fullness or pain.
- **Discomfort in other areas of the upper body.** There may be pain or discomfort in one or both arms, the back, neck, jaw or stomach.
- **Shortness of breath.** A feeling of being unable to catch your breath may accompany the chest discomfort or occur without it.
- **Other warning signs** may include breaking out in a cold sweat, nausea or light-headedness.

What To Do

□ **Get to a hospital right away.** If you or someone you are with has chest discomfort, especially with one or more of the other warning signs of a heart attack, don't wait longer than five minutes before calling for help.

□ **Phone 911.**

This is almost always the fastest way to get lifesaving treatment. The emergency medical services (EMS) staff can arrive as much as an hour sooner than someone traveling to the hospital by car. The paramedics on the staff are trained to revive someone whose heart has stopped.

□ **If you can't reach the emergency medical services,** have someone drive you to the hospital right away. Do not drive yourself.

>> For More on Heart Health

American Heart Association 
Learn and Live™

Visit www.americanheart.org to learn about the American Heart Association's Go Red for Women campaign, which encourages women to protect their heart health. You'll also find learning tools and more on prevention, diagnosis and treatment of heart disease. Or call 1-888-AHA-2222. And visit www.parade.com for more on The Year of the Heart.

PHOTOS BY GOMEZ/MASTERFILE (WOMAN JOGGING); MODEL POSED FOR ILLUSTRATIVE PURPOSES ONLY; AND GETTY IMAGES (PARAMEDICS); MODELS POSED FOR ILLUSTRATIVE PURPOSES ONLY

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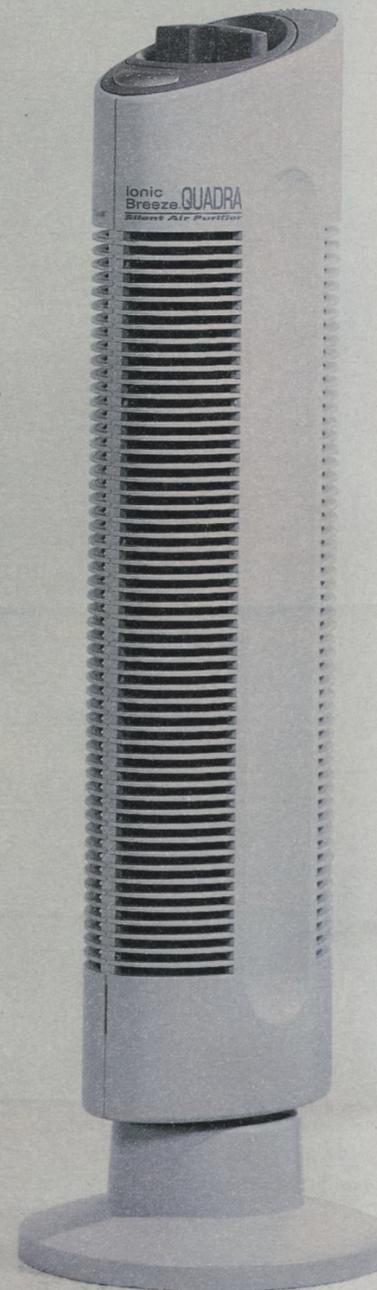
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Saves money! The price of quality air purifiers may seem the same but there are huge hidden costs. The money you'll save on electricity — and not buying filters — should add up to over a thousand dollars in the first few years of ownership. As for those cheaper ionic imitators, they simply don't do the air-cleaning job!



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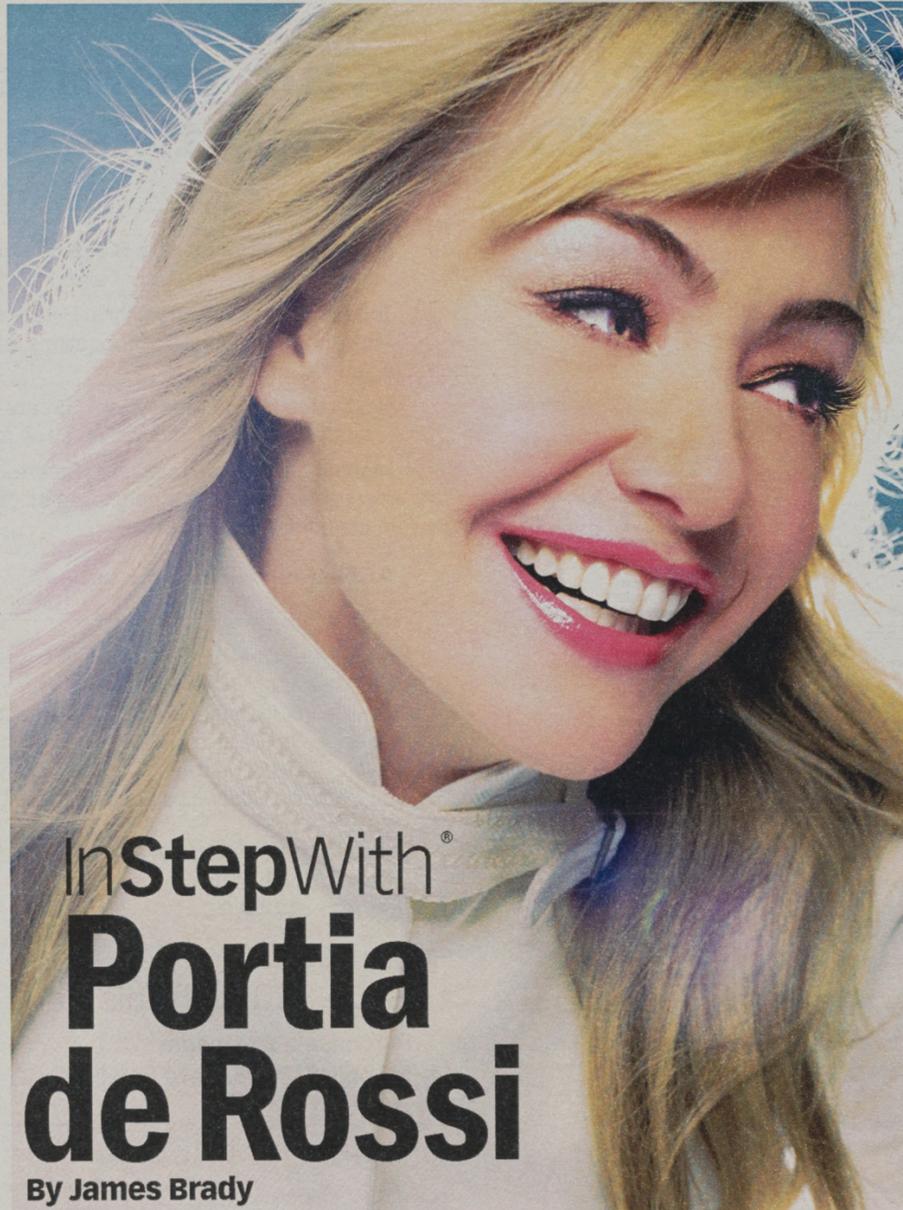
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On the morning of the day we spoke, a gossip column, Page Six in the *New York Post*, ran a heavy-breathing item about the romance between Portia and talk-show host Ellen DeGeneres. Portia did not want to discuss it. Instead, she talked about how she got her start in Melbourne, Australia, where she grew up. "I was in law school, modeling to make money," Portia told me, "when I was cast in a film called *Sirens* with Hugh Grant." That did it for law school. At 22, Portia moved to L.A. Eventually she landed a role in *Scream 2* and then on *Ally McBeal*. I asked what she does to stay fit. "I ride horses," she answered. "I just bought a 6-year-old hunter/jumper. And, yes, I jump him." Does she compete? "I'm in training," she said. So maybe she'll be riding at Madison Square Garden sometime, and we could go for coffee. "Sure, who knows?" she said. "If so, I'll buy."

For more on Portia de Rossi, visit www.parade.com and click on "In Step With."



In Step With® Portia de Rossi

By James Brady

ARRESTED DEVELOPMENT, with its extraordinary ensemble cast, may be the wackiest show on TV—and certainly the funniest. It won the 2004 Emmy for Outstanding Comedy Series, and one reason is the delightful Portia de Rossi, who plays Lindsay Fünke, the screwball married sister of the Bluth family.

I recently spoke with Ms. de Rossi, who previously played lawyer Nelle Porter on *Ally McBeal* for four seasons. Any similari-

ties between the two Fox shows?

"This one is not so rigid as shows like *Ally*," said Portia. "Ron [Howard, one of *Arrested*'s executive producers] wanted to do a single-camera show with no laugh track, flat-lit, like a mock documentary. The most exciting thing about *Arrested Development* is,

Personal

Born Jan. 31, 1973, in Melbourne, Australia. Single.

Television

Includes *Too Something*, 1995; *Nick Freno: Licensed Teacher*, 1996-97; *Ally McBeal*, 1998-2002; *Arrested Development*, 2003--.

Films

Include *Sirens*, 1994; *The Woman in the Moon*, 1996; *Scream 2*, 1997; *Girl*, 1998; *The Invisibles*, 1999; *Stigmata*, 1999; *Who Is Cletis Tout?*, 2001; *I Witness*, 2003; *Dead & Breakfast*, 2004; *Cursed*, 2005.

if you're on the set, you're on camera. You can never let your guard down."

How did Portia get involved? "After *Ally*, it landed on my desk," she said, "and I knew instantly that I wanted this job. I never laughed so hard as when I read the pilot script. I auditioned specifically for the role of Lindsay."

In one Sunday-night episode, the Bluth patriarch (Jeffrey Tambor), on the run from prison for shady account-

Meet Portia de Rossi—
one of the funniest
members (and surely the
prettiest) of the inspired
and totally wacky
Sunday-night hit comedy
***Arrested Development*.**

ing, was hiding in the attic wearing maternity clothes that had belonged to the dead wife of his son Michael (played by Jason Bateman, who just won a Golden Globe for his role) as FBI men prowled their Orange County home seeking weapons of mass destruction. Meanwhile, Portia's character was hitting on a teen stud classmate of her daughter, Maeby. None of this makes much sense, but it gets the laughs.

In addition to her TV show, Portia recently took a cameo role in a werewolf movie called *Cursed*—due out later this month—because she wanted to work for director Wes Craven. "I enjoyed playing an uptight professional woman," she said of her role. "It was such a refreshing change."

Still, Portia is most excited about her hit TV series. "I find this show to be the most freeing I've ever done," she told me. "Fox has been wonderful. It's such a great cast.

"And you know," she added, "we're not all as crazy as we seem on the show."

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