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Interview with  
Albert E. Johnson  
December 20, 1974

Place of Interview: Corpus Christi, Texas

Interviewer: Dr. Ronald E. Marcello

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Oral History Collection

Albert E. Johnson

Interviewer: Dr. Ronald E. Marcello

Place of Interview: Corpus Christi, Texas      Date: December 20, 1974

Dr. Marcello:      This is Ron Marcello interviewing Albert Johnson for the North Texas State University Oral History Collection. The interview is taking place on December 20, 1974, in Corpus Christi, Texas. I am interviewing Mr. Johnson in order to get his reminiscences and experiences and impressions while he was aboard the heavy cruiser USS New Orleans on December 7, 1941, during the Japanese attack at Pearl Harbor.

Mr. Johnson, to begin this interview, would you just very briefly give me a biographical sketch of yourself? In other words, tell me when you were born, where you were born, your education--things of that nature. Just be very brief and general.

Mr. Johnson:      Well, I was born in Refugio, Texas, April 3, 1920. On my schooling, I went to the tenth and eleventh grade and then joined the Navy in 1940.

Dr. Marcello:      Why did you decide to enter the service?

- Johnson: Well, during that time jobs were hard to find. Some friends of mine were joining. I thought that I'd go along with them for the ride and see what it was about, so I joined up with them.
- Marcello: Well, you know, this is kind of the standard that a great many people of your particular generation give for having entered the service--jobs were still scarce at that particular time, and the service represented a little bit of security. It also represented, perhaps, an opportunity to learn some sort of a skill or a trade or a craft.
- Johnson: Yes, and \$21.00 a month at that time didn't look like very much in civilian life, but the money was something. Then it went up to \$31.00 and then on up. But for a person that didn't have a job, that was pretty good pay at that time.
- Marcello: Why did you decide to enter the Navy as opposed to one of the other branches of the service?
- Johnson: Well, all of my family . . . my great-grandfather was a sea captain and he sailed the coast here from Galveston to Corpus Christi during the Civil War. He had his own boats and ships and stuff. We owned some land in Lamar, which is in Aransas County at this time. I've always been on the water and around it, and I enjoy being near the sea.

Marcello: I assume that you took your boot camp in San Diego.

Johnson: That's right.

Marcello: Did anything eventful happen in boot camp that you think ought to be a part of the record? How would you describe your boot camp training? Do you think it was thorough and excellent training?

Johnson: Boot camp training was thorough and excellent. It was different, I know, than it is now. Things were very strict. You had two units--North Unit and South Unit. You was twenty-one days in North Unit, and then they moved you out and brought you to South Unit where you had liberty and things like that. But your chief petty officers that were over you were very strict on everything. To me, I think that was very helpful later on in my career while I was in the Navy--the six years that I was.

Marcello: Where did you go from boot camp?

Johnson: I went from boot camp to Terminal Island and spent approximately ten days. Then from Terminal Island, they put me aboard the USS Saratoga, aircraft carrier, which carried me to Pearl Harbor. I went aboard the USS New Orleans sometime in August of 1940.

Marcello: In other words, you were there not quite a year--less than a year, actually--before the attack really occurred.

Johnson: Yes, that's right.

Marcello: And I assume that the USS Saratoga, the aircraft carrier, simply provided you with transportation over to the Hawaiian Islands, and nothing more.

Johnson: That's right. They took around, I imagine, 600 boots to Pearl Harbor and transferred them then to some of the ships in my division, which was the New Orleans, the Minneapolis, and San Francisco, and Astoria, which was Cruiser Division Six. Some of the men went to other ships in that area.

Marcello: Was this duty in the Hawaiian Islands voluntary duty, or were you simply sent there?

Johnson: No, before we left boot camp there was a list of ships put on the board. Among them was the USS Texas--the battleship Texas--and being Texas boys, well, most of us put in for that ship. But when the roster came out, well, most of us was assigned to other ships. It just so happened that the boys from my hometown, Refugio, Texas, and Alice, Texas, was assigned to the USS New Orleans and the San Francisco--heavy cruiser San Francisco--in Cruiser Division Six.

Marcello: Now what did you think about the idea of going to the Hawaiian Islands?

Johnson: Well, being a . . . it was my first time that I'd really been out of the state of Texas. Being that far from home . . . I've often thought about boys going over the hill. It probably was lots of times I was awful homesick, and if it had not been that the Hawaiian Islands was completely surrounded by water, I might have went over the hill. But there wasn't much chance of me getting back to the States swimming, so I made the best of it. I finally got to really like the service and like the Navy and like the discipline.

Marcello: Describe what the New Orleans was like at that time, that is, from a physical standpoint.

Johnson: Now do you mean in armament and . . .

Marcello: Oh, I mean mainly in terms of living conditions aboard the ship and things of that nature.

Johnson: Well, living conditions aboard ship were excellent as far as the living compartments and things. The topside deck was made of teakwood, It was clean enough that you could eat off of it. They kept it that clean. It was spotless. We had an inspection every Saturday. Then we had admiral's inspections. They would come down with their white gloves and put their hands in the overhead and on the pipes, steamlines and so forth and

so on. They'd find no dirt. The food and everything . . . was excellent food. I'm speaking now for the New Orleans. That's the way it was. It was a home to me,

Marcello: What sort of armament was there aboard the New Orleans?

Johnson: We had nine eight-inch guns in three turrets--three guns in each turret. There was two turrets forward and one turret aft. We had eight five-inch guns at that time when I went aboard, and some .30-caliber and .50-caliber machine gun emplacements aboard the ship at that time.

Marcello: I assume that after Pearl Harbor there were many more antiaircraft weapons aboard that ship than there were before Pearl Harbor.

Johnson: Before Pearl Harbor we were mounted with what they called 1.1-pom-poms. They put them on the main deck aft and up forward and on the side of the bridge. With our five-inch battery for antiaircraft, the 1.1-pom-poms and still the .50-caliber and the .30-caliber machine gun was our antiaircraft armament.

Marcello: Describe what the morale was like aboard the USS New Orleans in those pre-Pearl Harbor days.

Johnson: The morale was 100 per cent. The men loved their ship. They were proud of their ship. We had won the Navy "E" the year before. That's fleet competition, firing--your firing in fleet competition. Well, in Turret Three I



won the Navy "E" as gun pointer, which, at that time, I think, was four or five dollars extra a month or something. You wore the crossed arrow insignia on your arm with a star under it. The ship won the . . . Turret Three won the Navy "E".

Marcello: Now this is "E" for excellence? Is that what it stands for?

Johnson: Excellence, excellence. The sky patrol forward won it, engineering won it, and Turret Two won it. We say that we broke the fleet record. They didn't give it to us, but we've always . . . the old sailors that did the firing and everything said that we broke the fleet record. But being the admiral's ship carried the fleet record, they didn't give it to us. This all happened off Lahaina Straits in 1940 in fleet competition when we won the Navy "E". Our morale was 100 per cent aboard that ship.

Marcello: How do you explain the high morale other than the fact that you did win all of this Navy competition? How do you explain the high morale?

Johnson: Well, it's the way that the men felt towards one another. Training was 100 per cent. We trained for our own job and did our own jobs perfectly. They trained us until we was perfect in our own job, and then they trained us to do the other man's job. As far as I know, during them

times there was a lot of competition between the ships-- other cruiser divisions and everything. All you'd have to do was go down the streets of Honolulu and holler into one of them bars "New Orleans," and you'd see the places empty. They was coming . . . something was happening, and they was coming to back up their crew and their ship. But the morale of the men . . . they felt . . . we were lucky to have wonderful officers. I do not know but just a very few officers that we as enlisted men really had any problems with. We were very lucky. We always had excellent officers that was over us. We thought a lot of them, and we backed them 100 per cent.

Marcello: From what you've said, I gather that the on-the-job training that you received aboard the New Orleans was excellent in your opinion.

Johnson: Yes, we trained at midnight, and we trained at daylight. We broke out on Sundays for gunnery practice and stuff and gunnery drills and everything. It was drilling all the time. That made our ship an efficient ship.

Marcello: What were you striking for aboard the New Orleans?

Johnson: I was striking for boatswain's mate. Being as I was in the deck force, I was tried out as gun pointer as I mentioned before. I was allowed to fire the eight-inch

gun, Turret Three, in fleet competition off Lahaina Straits. That's where I won the Navy "E" as gun pointer.

Marcello: In other words, your battle station was in one of the turrets, is that correct?

Johnson: Yes, Turret Three, main deck aft.

Marcello: Now I would assume that at the time . . . what was your rank at the time of the Japanese attack at Pearl Harbor?

Johnson: I was seaman first class.

Marcello: Now as one gets closer and closer to Pearl Harbor, Mr. Johnson, the Navy was continually engaged in maneuvers, that is, you would go out to sea and in many cases stay out all week.

Johnson: That's right.

Marcello: Describe what these maneuvers were like, that is, when did you go out and what did you do when you were out at sea, and when did you come home, and this sort of thing?

Johnson: We generally went out on Monday. Our cruiser force generally went out on Monday, and we'd come in on a Friday. We'd spend the weekend in Pearl, and then we'd go back out again. Sometimes I think that's one of the reasons they caught us the way they did, on account of it was the same thing.

But when we left out of Pearl on a Monday, we had all kinds of drills. You had damage control drills. What

I'm speaking about is that if you get a shell hit or got rammed by a ship at a certain bulkhead, they would come over the loudspeaker, "Damage to certain portions of the ship," and everybody went through the drill as if it really happened and everything, except there wasn't any hole in the ship or anything like that. And then you had your gunnery drills. You manned the turret . . . general quarters went off, and you was in your turret in a certain number of minutes and seconds. It was announced how long it took to have the guns loaded and ready to fire. That was continuous drill. You was broke out at midnight and, like I said, daylight. It didn't make any difference--anytime. There was even a man-overboard drill. We had a dummy. Maybe it'd be eleven o'clock in the daytime or three o'clock in the afternoon, and somebody'd holler, "Man overboard," and you'd look over the side. You'd be the one on the watch. There would be . . . just like a man was overboard in uniform and everything. You had to let the buoys go over and everything just like it was the real thing, then rescue him and everything, and bring him back aboard.

Marcello: Now was your cruiser division working with conjunction with the battleships on these maneuvers at sea?

Johnson: Yes, we worked with them and what carrier forces we had at that time. The Enterprise was out there. But our cruiser force was so much faster than the old battlewagons. We generally was brought in and used with a carrier and the destroyer forces because the destroyers and the cruisers could make thirty-some knots. But the old battlewagons couldn't make but around sixteen knots. It was hard for them to keep up with the carrier force.

Marcello: Now did this routine that we've described here continue right up until the Japanese attack at Pearl Harbor?

Johnson: That's right. It was right up till the day we came in. When we came into port, we was still training and trying to get more efficiency and everything. But the ship was continuously that way. That was one of the things . . . maybe it took a man a little longer to get to a battle station on Sunday morning.

Marcello: Now how secure did you feel at Pearl Harbor as the conditions continued to get worse between the United States and Japan?

Johnson: Well, I'd like to say this. A lot of people have said that we knew that we had an attack coming. Now the men on the New Orleans--the men I've talked to and that I have lived with--we did not know that the attack or the

conditions with the Japanese was at the level that it was. As far as . . . when they attacked us, to me and to all of the men that I've talked to, it was a surprise completely that we was being attacked by the Japanese. We didn't know that war was that close at all.

Marcello: Without trying to put words in your mouth, did you feel relatively secure in the Hawaiian Islands? After all, they were several thousand miles from Japan.

Johnson: That's right. We felt secure. We didn't feel that anybody could come into the harbor on us like they did. We felt that with our PBY's going up in the morning, scout patrols, and stuff like that--and the planes was always going up and scouting--that no force could get close enough to us . . . with Wake Island out there and stuff like that out there, no force would get close enough to us. Maybe a submarine or something, but as far as a battle force of carriers and battleships and stuff . . . we had . . . I know the men of the New Orleans had no idea that they could come in on us like that.

Marcello: In any of the bull sessions that you ever were a part of, did any of the old salts ever talk about the capabilities of the Japanese Navy? Was the Japanese Navy ever discussed at all?

Johnson: Well, the Japanese Navy wasn't discussed much. But the Panay was sunk, I think, in 1937. We had quite a few of what we called "Asiatic sailors." They were old sailors that had been out in the Asiatic Fleet for a long time. They didn't think much of the Jap. They always said he was sneaky. I've heard them mention about the Japanese when they attacked the Russians and trapped them in some harbor. I forget exactly what harbor it was, but they trapped the Russian fleet or something in there and sank a bunch of ships. I remember the old salts talking about things like that. But they did not like the Japanese. Their impression of them wasn't one of the highest priorities, I'll tell you.

Marcello: When you personally thought of an individual Japanese, what sort of a person did you usually conjure up in your own mind?

Johnson: Well, at that time before the attack, I really never did think much about it because I hadn't read anything about what was going on between the Japanese government and the United States. It didn't ever enter my mind to even think about the Japanese. Like I said, it was all a surprise. I never figured on being in any war with them at that time or nothing because nothing had

come up to show that we would be . . . to me or to any of the ones that I really know that we would be at war with them. We figured we'd be at war with Germany before we would be with anybody else.

Marcello: I'm sure that most people's eyes were turned toward Europe rather than toward the Far East even as conditions and relations did get worse between the United States and Japan.

Johnson: Yes, but, you know, we had the paper aboard ship. Like I said, you listened to the radios. But, still, we didn't figure . . . men aboard the New Orleans, I don't think, ever figured at that time that we was going to be attacked or anything like that at all. We figured we was all safe. I want to add something. We figured we had the greatest Navy in the world. We had them old battlegagons laying over there and our cruiser fleet and our carriers. We'd seen what them planes of ours could do and things like that, taking off of the carriers, and we had operated with them. We thought we had one of the greatest navies in the world, and there wasn't nobody going to bother us or attack us or ever mess with us.

Marcello: I think it goes back to that high morale factor that we talked about just awhile ago.

Johnson: That's right. Our morale was high, and we was the best.

Marcello: Describe what Battleship Row looked like. That must have been a rather impressive sight.



Johnson: Well, it was. The battleships mostly over at Ford Island were tied up two abreast. They were impressive looking. We was across the harbor from them tied up to the docks next to the old hammerhead crane and the dry docks. You could . . . from our main deck aft, you could look right straight across at the battle-wagons. It was clear, open water across to them. They looked like they could pretty well take care of themselves in anything. It was something to see. Anyone that has a picture of them tied up before the attack, it's really something. It looked like you've got a pretty strong force there. They were great.

Marcello: I assume that in those weeks and months immediately prior to Pearl Harbor that that body of water, that is, the harbor itself was just a beehive of activity with ships coming and going all of the time.

Johnson: Yes, the ships came and went. None of them stayed too long in port. Maybe that might have been something that gave us an idea. But our own ship . . . like I said, our cruiser division, which was Cruiser Division Six, we left out together and we came in together. Unless some other thing called one or two of our ships off, we were always in one force together--tied up together and everything. We generally left, like I said before, on a Monday and

come in on the weekend. During the week, unless we was in for minor repairs or something like that, we never did see much of the harbor.

Marcello: What sort of a liberty routine did you have aboard the New Orleans when you did come in after being out on maneuvers for an entire week?

Johnson: When we first . . . in the early '40's after I got out to Pearl Harbor, well, they used to have overnight liberty. But they cut that overnight liberty off even before the war and everything. And it was a curfew at midnight. You had to be back aboard ship. Now if you had someone on the island that you knew that was a friend that had a home and you was invited as a guest, if you got permission through your division officer and the commander, you could stay overnight at the residence and everything. But it had to be someone that lived on the island. Otherwise, you had to be back aboard ship at midnight.

Marcello: Now, of course, the married men and so on could stay ashore.

Johnson: Yes, they was not restricted to that. The married men and the officers and stuff like that were not restricted, but the enlisted man was.

Marcello: And even at this time you usually did not receive an entire weekend liberty, did you?

Johnson: No, it was port and starboard. If you came in and you rated Saturday, well, you came back at midnight Saturday and then the other watch went Sunday morning at 0800, and they were back at 2400 hours that night.

Marcello: And I would assume that this liberty routine also continued right up until the actual Japanese attack itself took place.

Johnson: Oh, yes.

Marcello: It didn't vary.

Johnson: It didn't vary. It continued right up till the last . . . until the attack.

Marcello: When was payday?

Johnson: If I remember right, the payday was the first and the fifteenth. We used to have to stand in a long chow line aboard ship. That time was so much different than it is now. You had to have a pay slip, and you'd fill it out yourself. You'd have to go look at a roster on the bulletin board which would show your pay number and how much you could draw, how much money you had on the books. You had to make your own slip out. Your division officer had to sign it. Then you had to stand in the long line in number to get your pay.

Marcello: What did a young, single sailor do when he got liberty after being out at sea all week?

Johnson: Well, as far as . . . he got paid in the islands . . . and I was in the islands for fifty-six months. Pearl Harbor and Honolulu were our main liberty ports. It was mostly drinking at the bars, finding a girl if you could find one, staying overnight up to midnight, or stuff like that. Like I said, if you had it figured or fixed up where you knew a family and they had a house and stuff like that, well, that was a lot different. Otherwise it was . . . with most of the sailors it was go in, have a big time at the different bars, and sometimes we made a tour of the island and everything before we started drinking and stuff like that. But it was mostly the bars on Main Street and Beretania Street and Hotel Street. Yes, it was mostly the bars. Ah Nips, Woo Fats--I couldn't tell you the names of the bars to this day, but that's what we called them. It was a Chinaman that was running the place, and we called him Ah Nips. It was right across the street from the Woo Fats. The Woo Fats Bar was below on the main street. They had stairs and you went upstairs to eat. The restaurant part was upstairs. I remember the first liberty we made in Honolulu that . . . for some of the men off the ship from my home town, this was a gathering. We went up and ordered Chinese food. They brought it there

for us with chopsticks, no bread. We wanted some forks and knives, and we wanted some bread. All them Chinamen would tell us, "Chopsticks! No bread!" To this day they never brought us no bread. They didn't bring us any forks or anything. We used chopsticks to try to eat the food with. It was good food, though. I really enjoyed the Chinese food. They really did have some good cooks out there. You got some excellent food.

Marcello: I would assume that on a weekend, with the fleet in, that the streets were overrun with sailors and that there were long lines to go in the bars and restaurants and what have you.

Johnson: Yes, the streets were crowded. The sidewalks was awful crowded. I don't think there was any place there on the weekend . . . with the Navy and the Marines and the Army forces in there, I don't think there was any streets there that . . . sidewalks that wasn't crowded. At all of the bars, it was . . . if you went into a bar, you had to look around to get your seat or get you a table. You was lucky to get a table where three or four of you could sit down together. During them days--early days-- a seaman did not sit down with a petty officer. The seaman first class, seaman second, whatever he is, they

sat at their own table. Now the petty officers, rated men, they sat at their own table. You didn't go over there. You'd be an "ear-banger" if you did, and you didn't last very long. You'd be put in your place pretty quick.

Marcello: What does that mean when they called you an "ear-banger?"

Johnson: Well, we've got it on the tape there--ass sucker (chuckle). In other words, one was "banging ears" with somebody and wanting to get on the good side of him and everything--get a little favor, you know. But them old salts, they didn't cotton to that. Now after you got the rating and everything, they let you sit with them, and you was one of the gang. But up to that time, the seamen sat off to themselves, and even the chief petty officers sat off to themselves. The first class, the second class, and the third class sat at their table.

Marcello: Do you think that was necessarily bad?

Johnson: No, I don't think in a way it was. We had discipline then. We respected our petty officers. I think that's what made the Navy what it was at that time. I think that's still what made morale high, was respect for your senior officers. As long as you have respect for your senior officer, you're going to do what you're supposed to. You're not going to have any problems. Your problems come when you lose respect for your senior officer, the one that's over you,

and you do not carry out orders. You don't only endanger your own life, but you endanger your buddies, shipmates, and all.

Marcello: Now, generally speaking, after being out at sea all week, coming in and having a port and starboard liberty, what sort of condition would a sailor be in when he came back aboard his ship after being on liberty?

Johnson: Well, most of the time . . . I saw very few sailors that didn't drink. There was a few that didn't. I could name them. I know that there was a few aboard that didn't drink, but that would be three or four. I think at that time we had a complement of around . . . oh, before Pearl I imagine we had a complement of around 750 or 800 men. Most of them went to shore, got drunk, fought. If . . . the "San Antonio Rose" came out . . . I'll never forget when it come out. We tore up one of the bars there. The Tiger Inn--we tore up the Tiger Inn there. The shore patrol and them brought us back aboard ship. They took us to the police station first and brought us back aboard ship. The OD looked at us and saw that we wasn't messed up or wasn't drunk because we hadn't been on the beach but only a couple of hours. He talked to the commander, and they let us go back ashore

if we would not go back into the same place we was in. But we had to pay for the damages that was caused to the establishment, which was a big bar mirror that run full length and some chairs and tables that was busted and compensation for a few heads that was busted. But the "Gooks" . . . we called them the "Gooks." They was the ones that started it, and we finished it. But we had to pay for it in the long run. That was one time that we wasn't drunk.

But most of the time sailors got pretty well drunk in Honolulu. That was the reason for your curfew, because a lot of them was laying down and sleeping in the parks. They was getting rolled and things like by what we called the "Gooks." They was getting rolled and things like that, and the Navy had to do something--the service had to do something about it--so they said that was one of the reasons they was putting on the curfew.

Marcello: Now let me follow up with another question along these same lines. Even though a great many of these individuals would be coming back aboard that ship drunk, what condition would they be in the next day so far as their fighting efficiency was concerned?

Johnson: Well, being a young man, the next day I might have a little old hangover or something like that--headache or something like that--but most of them, I'd say 95 per cent of them, they were down at that chow line and ate chow the next day



and things like that. Now there was a few old salts that was way down the line on the bottle and stuff like that that . . . they had a pretty weak stomach the next day. I was lucky. I was never seasick in my life. I don't know what it would be like to be seasick. I've seen quite a few men seasick. But when most of the men came back, they seemed like that they could shake it off. I guess it was because they were so young. I know in later years that when I drank and got heavy, I couldn't fight it off the next day. I had to have that drink the next day to steady my nerves. But during that time, you didn't need to drink to steady your nerves the next morning or anything like that. You had a little headache and were a little woozy or something when you first got up or something. But it wore off after a little bit. You just got out there and worked and sweat, and it wasn't very long before you was back in good top shape again.

Marcello: You were talking about the complement of the ship a little earlier. Was the New Orleans up to its full complement of men at the time of Pearl Harbor?

Johnson: According to the guns and the armament at that time, yes. That was before we put on other millimeter guns and everything. We had a full complement of men,

enough to man all guns and all fire control stations and damage control and everything. We had a full complement of men, yes.

Marcello: In those weeks prior to Pearl Harbor, did the New Orleans take any reservists aboard that ship?

Johnson: Yes, we had quite a few reserves aboard before that, officers and enlisted men. That was one of the things about the old Navy. I look at it now, and it seems funny to a person. The line officer looked down on a reservist. If he was an officer, he looked down on this reserve officer. I'm regular Navy, I looked down on reserves and recruit seamen because they weren't regular Navy. It was a factor there that they looked down.

Marcello: Did they cause any deterioration of morale when they came aboard ship, that is, the reserves? Or after awhile did they more or less fit into the ship's routine rather handily?

Johnson: Well, they fit in with . . . in time they fit in. They were still called reserves and everything even up until December 7, and then it seemed like when that happened there was a common bond between the men--between the officers and the men of the New Orleans and the men themselves. There was a common bond then that "We're together in this thing, and we've got a great ship, so

let's do the best we can." That's the way it was.

Marcello: Awhile ago, you were talking about the ship inspections that were held. How often were they held?

Johnson: You had captain's inspections every weekend as long as you were in port.

Marcello: When you say every weekend, when was the inspection held?

Johnson: On Saturday morning.

Marcello: Saturday morning.

Johnson: Saturday mornings because Friday was field day. That was on the main deck where we had our teakwood decks. That's where you put your . . . you wet the deck down with salt water, you put sand on it, and we had what we called holystones. It's a brick. It's got a little hole in the center of it, and you take a brookstick and stick it in there and put it under your arm, and you take one board. You go up and down with this sand that's on this deck--wet deck--up and down these boards, and you holystone the deck. We did that probably from 0800 in the morning till twelve o'clock noon. Then you washed it down and everything.

In the meantime, the men below decks who were the compartment cleaners, they took care of the compartments.

They wiped the decks down, swabbed the decks, cleaned the bulkheads and overheads and everything. Your head cleaners, and they got everything polished up there and everything. That we did on field day--Friday--for Saturday morning inspection.

Marcello: I've heard those holystones referred to before. What did they do? What was their function?

Johnson: The brick had a hole in the center. It was just a regular square brick. It had a hole in it that went down about an inch and a half or an inch down in the brick. You set this point of the stick in it. You put it under your arm in a certain place, and you can hold it that you . . . a motion just like you was scrubbing and . . . with a wet deck and the sand on it . . . this here . . . and you put some . . . a little lye--not too much lye--on this wood because, otherwise, it would turn it black. But you put a little lye on this . . . mix with this, and this here rubbing polished the teakwood and cleaned it and made it slick. Anybody that had athlete's foot, you could find out pretty fast because when he stepped in some of this lye, you'd see him running over to the scuppers on the side where the saltwater hose was, washing that foot off. You could tell anybody that had athlete's foot (chuckle). He'd

be sent to the sickbay quick because you could catch him right quick.

Marcello: Now when you were in port, what was the state of watertight integrity aboard a vessel?

Johnson: Well, it was said . . . you had different hatches. Your "Zed" hatches was always locked down and bolted down.

Marcello: Now which ones were the "Zed" hatches?

Johnson: Those were the ones below the waterline. Most of them was all below the waterline.

Marcello: That would be down there where your magazines were and all of that sort of thing?

Johnson: That's right, that's right, and going down into your voids, which was the void compartments--that's right next to your keel and everything--and going down into the storerooms below deck that was right in the bottom of the ship. And you had your "Yoke" doors, compartmentway, passageway doors, and stuff like that. They was . . . your "Yoke" was generally left open. But when the GQ went off--general quarters or damage control, collision, alarm, anything went off--all hatches and everything was clamped down.

Marcello: But the thing is, when you would be in Pearl Harbor in a weekend, only the "Zed" hatches would be bolted.

Johnson: Yes, unless there'd be some reason for having some of the compartments blocked off and everything. You could close your "Yoke" doors and stuff like . . . "Yoke" hatches and stuff like that. You could close them if you was painting that part of the ship compartments and things or cleaning and stuff like that. But the "Zed" was the main thing. That was the magazine . . .

Marcello: They were the vital parts.

Johnson: Vital parts--magazines and different things. They was the vital parts. They covered the vital parts of your ship.

Marcello: Okay, this more or less brings us up to the days immediately prior to the Japanese attack itself. What I want you to do at this point, Mr. Johnson, is to describe for me in as much detail as you can remember what your routine was on Saturday, December 6, 1941. After you go through your routine on the sixth, we'll follow the same procedure when we talk about December 7, itself.

Johnson: Well, Saturday, December 6, we came into port after . . . this is as far as my memory is. We came in . . .

Marcello: On a Saturday rather than a Friday?

Johnson: No, we come in on a Friday, and on Saturday I had the duty. It was regular, routine duty--cleaning the ship.

We had our regular Saturday morning inspection. The liberty call went for the watch that was going ashore. We went ahead and did . . . just regular holiday routine, you could say, and there wasn't much work going on. You did just the necessity things that you had. It was no special details except bringing provisions aboard and stuff like that, being that you had been out at sea. Then you'd replenish your provisions and stuff like that. We did that and stuff like that. It was just a routine day's work that you generally do every day. At sea you do the same routine duties every day except when you have extra drills or stuff like that or something comes up. But it was just an ordinary Saturday. It wasn't no different. I don't think there was anything that would bring out anything except I know that I didn't rate liberty that day. I waited until the next day--Sunday morning--to go ashore.

Marcello: What did you do that evening? Do you recall?

Johnson: Oh, I went to a movie. They had movies aboard ship, and we went to a movie.

Marcello: Can you recall the name of the movie?

Johnson: No, I couldn't do that. I know they showed it on the well deck and that's midships. The hangar screen . . . you was sitting right out in the open, you know, and

that harbor was pretty well lit up and everything. They showed it right on the well deck, and you could see it. As far as I know, I went to the movies because there wasn't nothing else to do aboard ship, and I wasn't reading any books. Most of my thoughts were about the next day, I guess, and going to shore.

Marcello: So what time did you turn in that night?

Johnson: Oh, I imagine after the movie, about 9:30. At that time I think taps was about ten o'clock. It was either 9:30 or ten o'clock. They passed the word, "Out all lights. All men not on watch, turn in. Keep silence about the deck." That was it until the next morning, till reveille went the next day.

Marcello: Okay, let's carry over your routine, then, into the Sunday of December 7, 1941.

Johnson: Well, that Sunday was like any Sunday. Reveille went. We got up, went to topside, and we washed down the topside deck. We didn't exactly wash it down. We clamped it down, that is, wet it down lightly and swabbed it dry with a swab. We started rigging up for church services.

Marcello: Sunday was generally a day of leisure, was it not?

Johnson: That's right. Unless there was something special to be done, you didn't do anything.



Marcello: In fact, you didn't even have to get up at reveille, did you?

Johnson: Yes.

Marcello: You did?

Johnson: Unless you had the mid-watch. Now that's something now. If you had the mid-watch between twelve o'clock and four o'clock, well, you got to sleep in till about 7:30 or eight o'clock. But everyday, those compartments were cleaned by the compartment cleaners, and the bunks were made up. But you could come back, then, later on and lay down in them. But the thing is, you had so much to do. You went up to topside, and you swept the decks down and everything and cleaned up and got ready before . . . you did all of that Saturday, generally, before you ate chow--your breakfast.

Marcello: Okay, so what was your routine that particular day? You got up, and you did some of the regular maintenance aboard ship.

Johnson: I went topside and got everything squared away on topside and helped rig up the canvas over the main deck aft for church services which they'd have on the stern, and then I came back down below and took a shower and got ready for liberty. I put on my liberty whites and everything--me and three or four other fellows. What we did was sit

down on our bunks. We was waiting for the end of the chow line which would be about eight o'clock--the time you could go ashore. We was waiting for the end of the chow line, so we wouldn't mess up our whites or anything. We was sitting on the edge of our bunks waiting for the end of the chow line and we'd go eat.

Marcello: Now where were your quarters situated? How many decks down?

Johnson: One deck down below the main deck; the third division compartment was one deck down below the main deck.

Marcello: Okay, pick up the story from that point. Here you are, sitting down in your quarters waiting for the end of the chow line.

Johnson: Well, the first thing that happened, the general alarm goes off.

Marcello: Up to this time you had not heard anything.

Johnson: No.

Marcello: Or felt anything.

Johnson: No, never heard or felt . . . we were sitting there talking about going . . . we wished that chow line would hurry up and kind of shorten up there so we could get in it and get on . . . and be up on the quarter-deck so we'd be in that first bunch ashore. We were sitting there on the bunks, and all at once the general alarm went off--

the bong on the general alarm--and I know a few cuss words were said. Somebody said, "This is a helluva time to have a drill, on Sunday morning again." Our main interest was we didn't want to go up in that turret because we were afraid we was going to get a little smudge on these uniforms. At that time you didn't go ashore if you had any smudge on your uniform or any dirt at all. They had to be perfectly clean.

About that time Robinson was the boatswain's mate of the watch. He came out over the loud speaker, "All hands to general quarters!" The bugler blew the bugle for general quarters. Robinson came back on it, "All hands to general quarters!" BONG! BONG! BONG! Then it stopped. All at once it started again. Robinson came out over the loud speaker . . . he just hollered over the loud speaker, "This is no drill, dammit! Let's get to general quarters!"

About that time, and as I recall, we heard a rumbling of "phoomp, phoomp" in the distance. We started up the passageway, up the ladder to the topside, which was right where turret three was, to our battle station. Just as I run out on the topside on main deck aft, a Japanese plane came by. I didn't recognize it that second in my mind as a Japanese plane. It had a

red ball on it. The man in the rear cockpit was machine-gunning, and he had goggles on. It was close enough for you to see.

Marcello: In other words, the plane had probably already made its pass, and as it was pulling out the machine gunner was firing away.

Johnson: No, it was coming in. They had to come down by us to get low on the water to go into the battlewagons. They had to come by us because the battlewagons was laying across from our stern. They were broadside across from our stern about--I don't know how many--100 yards across over there next to the island. They had to come down low by us that way to get down low enough to drop their fish and everything. That rear gunner--the first one when I run out on the deck--he was machine-gunning. I fell back inside the passageway and then come out and run into the turret.

Marcello: How low was that plane?

Johnson: I don't know. It didn't look to me like it was over, I'd say, seventy-five feet in the air or 100 feet in the air. I don't think it was that high. It was awful low, it looked to me. But I imagine it had to be that low to drop that fish and to keep the fish from going straight down into the mud. It was very low. But I remember the man

that was in the rear cockpit and doing the machine-gunning. I remember his goggles, and I remember the big red ball on the . . .

Marcello: In other words, it was close enough so that you could actually see the pilot that clearly.

Johnson: Yes. Now the pilot wasn't . . . as far as I know, he was looking straight ahead. I never saw . . .

Marcello: You saw one of the crew members of that plane.

Johnson: But the rear gunner . . . the crewman in the rear cockpit of that torpedo plane, he was facing toward . . . you could see his goggles. I could see his goggles. And I noticed the red ball . . . with the machine gun fire and the roar of the plane and everything, I fell back, and still not knowing that it was a Japanese attack until I ran back out and run in . . . and got in the turret. Our division officer told us that we were being attacked by the Japanese. He told us that it was no use us being in the turret.

Marcello: Those eight-inch guns were ineffective against airplanes.

Johnson: They wasn't for antiaircraft fire at all, although we did use them later in the war--tried them out at different occasions in the war by firing ahead of torpedo planes. But you couldn't use them for antiaircraft guns. Our division was smart enough to secure us from general

quarters and told us to get out and help out on deck, so we came out of the turret.

Marcello: About how much time has elapsed at this point?

Johnson: I don't know. I'd say five minutes, maybe five minutes.

Marcello: I'm sure that it was hard to keep track of time.

Johnson: It might have been five minutes. It might have been eight minutes or ten minutes, but I don't think so. I think our turret officer and our chief turret captain realized that we couldn't do nothing inside the turret, and we were needed more on the outside to help than inside. And so they secured us from the turret, and we came out.

One man named Thompson stood up on the life lines and looked which way the Japanese torpedo planes would come down. We started cutting . . . we had knives on us that the ship had issued us--bowie knives that we wore on our waists. Mostly boatswain's mates and the deck force wore them. We started cutting down the rope and the canvas awnings. Everytime a plane would start coming down there--torpedo plane--well, Thompson would holler at us. We'd all run and dive under the turret. Now that was the men that was not on the pom-poms. Now the men that was on the pom-poms and guns, they stayed

at the battle stations. But we was just out in the open, so we'd run and get under the turret till the plane passed, and then we'd come back out again and start . . . we carried ammunition. We threwed . . . I don't know how much ammunition was stacked in them gun tubs, but we threwed ammunition overboard and helped cut down the awnings and everything while the attack was going on.

Marcello: What were your thoughts, your emotions, when you saw all of this happening?

Johnson: Well, I guess you can call it hatred. You couldn't believe it. We had the greatest fleet in the world. I happened to be looking at the Arizona when she got hit.

Marcello: You might describe this particular incident.

Johnson: Well, history proved that . . . has mentioned that the bomb went down forward of the stack. To me, the plane that dove on the Arizona . . . the bomb looked to me like it went down the stack. But later on through history and stuff, they say they went forward of the stack. I watched lots of ships being blown up later in the war, or hit. But the Arizona--the magazine going off and everything--she went right straight up. I've often wondered and watched atom bombs going off,

that spiral of smoke going up. A big, black spiral of smoke went right up from the Arizona when she was hit.

I remember this here boatswain's mate, Jacobs. He didn't have nothing but a pair of house shoes on. Old clogs is what we called them. They was wood things with thongs between the toes. All he had on was his skivvy shorts. He was a master-at-arms. He had a web belt and a .45 on. He was firing at these Japanese planes with this .45 while standing right out on the open deck. He was using some profanity at the time. I remember him saying something about, "We haven't come to bat yet," because he was an old Asiatic sailor, and he didn't like the Japanese. He was . . . and I remember that.

I remember the "Praise the Lord and Pass the Ammunition" chaplain who was later to become famous. I saw Chaplain Forgy at the well deck standing right out in the open where the men was carrying the ammunition because our hoist would not work. We didn't have enough power or enough steam to work a hoist with steam, so everything had to be worked by hand. The ammunition, five-inch shells, was carried by hand. I saw Chaplain Forgy standing at the gangway and walking up on deck



and slapping some of the men on the back and standing and talking to some of them.

One of the officers--I can't recall his name-- and some of the men of the San Francisco, which was tied across from us, they had taken all of their five-inch ammunition off because they was working on the magazines. They was working on the magazines, and they had taken the ammunition off. Some of the men were carrying the ammunition across the dock to her. I remember Chaplain Forgy standing out there and talking to the men and seeing him pat men on the back and things like that. It didn't mean too much to me at that time, but he was there.

I remember that I didn't see any of our planes in the air. That was something that I couldn't understand. Where were our planes? The aircraft carrier Enterprise was there the day before, but she had went out, and the Utah had come in and taken her place across the other side of Ford Island. I couldn't understand because every plane I would see was a Japanese plane. Now that was the high horizontal bomber, the dive bomber, and everytime you'd see one of them coming down, it had a red ball on it. It wasn't one of ours. It made you feel awful funny that our planes wasn't showing up. We

didn't know that they had already been destroyed on the ground and things like that.

But the rumors that were going on at that time . . . the rumors was already at that time that the Japanese had landed at Barbers Point and everything. I know I had in my mind, "Well, before they take us, it's going to be a lot of us dead."

The battleships were burning in the water. I seen motor launches going into the flames in water and picking up men out of the water. I seen a couple of motor launches with their coxswains standing up on top getting machine-gunned off by some of these Japanese planes coming in. They cut him off with machine gun fire, and a man took his place. I just happened to be looking that way when it happened and everything. There were a lot of men in the water, but we had a lot of motor launches out there in the middle of it--in the fire and everything and around the battleships pulling the men out of the water.

Marcello: How long did it take the New Orleans to begin putting up resistance? In other words, I would assume that most of the ammunition was in the lockers. There wasn't too much at the guns, was there?

Johnson: Yes, there was a thing about this here boatswain's mate that I just mentioned a moment ago, Jacobs, the master-at-arms. He shot the locks off of the ammunition locker with his .45 to get to the ammunition. To me, I couldn't say exactly how long, but it didn't seem like it was long before we was firing. Now that was our pom-poms. Now that was the old 1.1 pom-poms, and our machine guns-- .30 and .50-caliber machine guns--was firing right away. It wasn't no time flat, and they was firing. Now as far as our five-inch, it took a little longer because what ammunition that wasn't in the ready boxes . . . we had ready boxes there behind the five-inches. The ammunition was right there so you could get to it. But otherwise, the other ammunition that was . . . it had to come from below decks by the hoists. It had to be pulled up by hand and everything, so it took more time there. I couldn't say how many minutes it was, but it didn't seem like it was no time before our pom-poms was firing. We was putting up a pretty good fight.

And the Honolulu over there, I remember her. She was throwing up a pretty good screen herself. To me, I believe that saved a lot of us right there from being hit harder there at the docks, although, three bombs did fall right there. One fell between us and the Rigel,

the repair ship ahead of us, and exploded and threw shrapnel all through the forward part of the ship and the stern of the Rigel.

The Ramapo was across from us and loaded down with aviation gas and oil going to the Philippines. She had four PT boats in four cradles aboard her. She was going to the Philippines, and she was loaded with fuel. Three of these bombs fell between us and her. Only one of them exploded, but it didn't cause any damage to her or anything. If she would have went up, the whole harbor would have went up.

Marcello: I was going to ask you if the New Orleans was hit. Apparently, you suffered from some near misses and no direct hits at all.

Johnson: We got shrapnel--lots of shrapnel holes and things like that--machine gun fire and shrapnel holes.

Marcello: Well, in the meantime, who was assuming the command functions aboard the ship? I would again assume that most of the officers were ashore, so did this fall to the chief petty officers and the senior petty officers? Who was assuming command?

Johnson: My belief has always been this. The Navy had a favorite way of Officers' Club weekend. This was a weekend. Most of our officers was ashore. Our commander was ashore;

our captain was ashore. I think personally, myself, that the highest-ranking officer we had there might have been a lieutenant commander at that time. That was the highest-ranking officer we had aboard ship at that time. Now I know the captain and them came back as soon as they could, but it was Officers' Club weekend night, and they had parties at the Officers' Club and everything, and everybody was ashore.

Marcello: I would assume, though, that as the action progressed that men were gradually drifting back aboard the ship.

Johnson: Oh, yes, they were coming back. They was coming back, and our problem at that time was that we didn't have no steam up. We were getting most of our power from the dock, and we didn't have enough boiler steam up. In fact, they cut our lines--stern lines--loose, chopped them with an axe and cut them loose. We started drifting out across . . . our stern was drifting across towards this tanker. We got a line back aboard onto the dock and sent another hawser over. We had enough steam to pull ourselves back in against the dock. Otherwise, we would have drifted over against the tanker. We'd have made a better target there because we didn't have enough steam to get underway. We didn't have enough steam even to run our ammunition hoist. So you could say that everything was by hand.

Marcello: In the meantime, were you trying to get up steam?

Johnson: Yes, what men we had aboard ship, the . . . what we called the black gang, below deck force, they were firemen and everything. They were trying to get up steam as fast as they could, but we did not get underway that day.

Marcello: What individual acts of heroism did you personally witness during this period of the attack? Now you mentioned the guy out there in his skivvy shorts firing away with that .45. I guess we can call that heroism. Other people might call it foolhardiness.

Johnson: Yes, it was a .45 (chuckle). Well, I'll tell you . . . no individual names. As far as officers, Chaplain Forgy standing out in the wide open right out on the open docks like he was and on the well deck. The men that were carrying that ammunition back to the guns. When you've got something like that--a five-inch shell on your shoulder and carrying it that way--you can't be looking to duck anywhere. You've only got one thing in mind--to get it to a certain point and unload it and then go back and get another one. The men that was on the motor launches that went into that flaming oil that was burning on the water, picking up men out of the water and everything and bringing

them over to the docks and things like that. I think that was an act of heroism, stuff like that. I never seen a man back away from his gun at all. The pom-poms fired as long as there was a Jap plane in sight and within range. They fired and so did our five-inch batteries.

Marcello: What did you personally do after cutting down the awning, rigging, and that sort of thing?

Johnson: Well, help carry ammunition to the 1.1 batteries on the main deck aft and help throwing the ammunition . . . the empties were stacking up in the gun tubs. We were throwing it overboard and getting it out of the way.

Marcello: This was the brass that you were throwing over?

Johnson: Yes, the brass we was throwing and getting it out of the way. That was about the only thing a person could do. The guns were manned by men that were supposed to man them and everything.

Marcello: There must be a lot of money at the bottom of Pearl Harbor--all of that brass down there (chuckle).

Johnson: Well, there probably is because we threwed all of them empties overboard as fast as we could get them out of the way.

Marcello: Of course, we now know from history that there were at least two waves of attacking planes. At the time, could

you distinguish the fact that there were two waves, or did it just seem like one continual attack to you?

Johnson: No, we had a lull there. We had a lull, and if I'm not mistaken, I remember when the second attack came. I was looking way up in the blue sky toward these few clouds. You could see a few planes, and I was hoping they was ours. But they turned out not to be. That was the second wave of what they called the horizontal bomber that came over in that second wave. I think it was in the second wave that the horizontal bombers came over. But there was a lull in the action between that and them torpedo planes coming in and hitting the battlewagons because the battlewagons had done been hit with dive bombers and the torpedo planes. Then the horizontal bombers came.

Marcello: When the attack was over and you had a chance to more or less look around . . . let me ask you this question. What did you do in the aftermath of the attack?

Johnson: You mean in the . . .

Marcello: Immediately after the attack was over and the last Japanese planes had flown away.

Johnson: Well, our main thought at first was getting underway, and for some reason our orders were changed about getting underway. If I'm not mistaken, I think we had damage to



one of our screws. That was one reason we didn't get underway. So our job then was to put a barrier across the open end of the dock. Now that's if the Japanese planes came back and they wanted to try to torpedo us, they couldn't hit us with any torpedoes because they'd hit these wooden moats across the entrance to where we was tied up at. We tied them and put them up there with the moats.

Marcello: Were you directly involved in this?

Johnson: Yes. I was one of the seamen of the third division. We got in the motor launches and everything. They towed these and we tied them and strung them across the end of the dock. That way, any torpedo plane . . . bombers could come down, but a torpedo plane couldn't come in and drop his fish into our stern or anything like that. We covered that hole up.

Otherwise, it was just . . . I think it was trying to realize what was really happening. We was mad. We knew that we had lost a lot of men, and we could just look over yonder and you could nearly cry looking at them battlewagons considering how proud we was of our fleet. Other ships and . . . you looked over at that burning wreck around there. I think the Arizona burned till the

next day if I'm not mistaken. She burned a long time. Everywhere you looked, you'd see smoke rising somewhere. That was either from airfields or Ford Island and different things, the Army bases.

Marcello: I'm sure there was quite a contrast from that bright sunny day when you got up in the morning until what it looked like in the aftermath of the attack.

Johnson: Yes, like I said, the Sunday had turned very dreary. We didn't know what was going to happen next--whether they was coming back or what.

Marcello: I'm sure the ship was just one floating rumor mill.

Johnson: Yes, it was.

Marcello: And you believed every one of them.

Johnson: Yes, everybody . . . it came straight from the horse's mouth that the Japs had done landed for certain there and that they was laying off out there with their landing force. We was wondering where in the hell was our carriers at and stuff like that. But that night--I'd say just about right after dark--we got word that four of our planes was coming in from the Enterprise. The gunners was told that they'd come in . . . that four planes would come in. They'd have their landing lights on. They'd come in a certain way. They'd circle the harbor and land over on Ford Island. Well, they did but one gun opened

up in the harbor. I don't know which gun or what ship or what . . . whether it was on land. But it was a machine gun that opened up. When that one machine gun opened up, I think every gun in the harbor that was still firing opened up. All four planes were shot down, and they was our planes off the Enterprise. But we was told and the word was passed aboard ship that, "Don't fire because the planes are ours. There's four planes." That's what it was--four planes. They was lit up. They came right by us. They went around. They made the circle, come in by the landing, and they was sitting ducks. All four planes from the Enterprise were shot down.

Marcello: I'm sure that sky must have looked like the Fourth of July.

Johnson: It did. It was really lit up, I'll tell you that--tracers and everything else. But every gun and . . . I'll tell you. Even the old battlewagons that had sunk to the bottom straight down--they had flooded their compartments, and they didn't roll over on their side--the machine guns on them was firing, too, that is, those that was up above water. Now they hadn't left them. They were still manned. They even fired. But the whole harbor just lit up just like a Christmas tree with all of the tracers and everything.

Marcello: I'm sure that there were plenty of trigger-happy servicemen around either on ships or on shore or whatever.

Johnson: Well, I don't think for a month or two after that I'd like to have walked through Pearl Harbor, the Naval base there, any part of the harbor, or on land. I wouldn't have wanted to walk through there in the dark. I know for nights after that, and especially that night, all night long you could hear something like "Pow!" or "Ca-che-che-che-che-chow!" or "Pow!" Somebody was shooting at shadows and everything else. But we had all of the rumors about some of the natives that lived . . . the Japanese that lived in Hawaii there, and the natives had did this and did that.

Marcello: Such as poisoning the water supply and things of that nature?

Johnson: That's right. They was traitors, and then they'd caught them slashing the tires of planes that was left and doing different things. That was the rumors there that were put out. I don't know how they got started, but that was it.

That made it a little rough on the really good people of the island. I imagine there might have been

some sympathizers. As many Japanese as there were there on the island, I don't doubt there were some sympathizers, but I'd say that 95 per cent or 97 per cent or 98 per cent of them wasn't sympathizers although they were of Japanese descent.

Marcello: What sort of an appetite did you have during this period?

Johnson: I don't ever remember eating anything. I really don't. I remember drinking coffee. I don't ever remember eating anything that day. I remember drinking lots of coffee and stuff like that. I think they had something set up in the mess hall--coffee and stuff like that.

Everything got back to routine pretty well fast. After the officers got back aboard ship and everything, we got everything straightened out. We checked our estimate of our damage and things like that and took stock of everything. We got hold of ourselves pretty quick. We was a pretty competent force right after that. We was ready, at least.

Marcello: What was the morale like in the aftermath of the attack after you had surveyed all of the damage and knew of all of the destruction?

Johnson: Well, I believe if they had said the Japanese fleet was out there, with what we had left there I believe they'd have went out . . . if we could have gotten out of the harbor, they'd have gone out to meet them. That's the way the men felt as far as I know. They was ready to redeem themselves. They was ready to mix it. I know the hatred was very great against the Japanese. I'll have to say it. To this day, I have no use for them. That's my own personal feelings. I'll sit down in a cafe alongside one of them and eat, but that's all. If he comes and sits down alongside of me or something like that, well, I'm not going to get up and move or anything. But I'm not going to patsy-patsy on the back with him. There's just too many old memories and too many things that happened.

Marcello: Well, Mr. Johnson, I want to thank you for taking your time to talk with us. It's been a most enlightening conversation, and there's no doubt that you've said a lot of very valuable things that I think scholars are going to be able to use someday in writing about Pearl Harbor and World War II.