

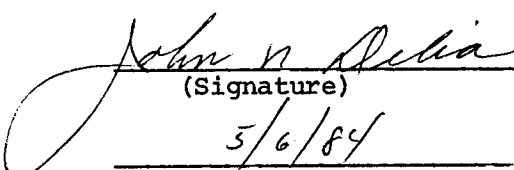
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Interview with
JOHN N. DELIA
May 6, 1984

Place of Interview: Norfolk, Virginia

Interviewer: Ronald E. Marcello

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Oral History Collection

John Delia

Interviewer: Dr. Ronald E. Marcello

Date of Interview: May 6, 1984

Place of Interview: Norfolk, Virginia

Dr. Marcello: This is Ron Marcello interviewing John Delia for the North Texas State University Oral History Collection. The interview is taking place on May 6, 1984, in Norfolk, Virginia. I'm interviewing Mr. Delia in order to get his reminiscences and experiences and impressions while he was aboard YSD-19, which was a yard salvage derrick, at Ford Island during the Japanese attack at Pearl Harbor on December 7, 1941.

Mr. Delia, to begin this interview 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. Delia: I was born on September 15, 1921, in a town called Cupertino, California. I went to school in Cupertino and also Santa Clara High School. I went to the tenth grade, and from there I went into the CCC camp. I stayed there for eighteen months. When I came out of there, I joined the Navy, which was around December 31, 1940.

Dr. Marcello: Why did you decide to join the service in 1940?

Mr. Delia: I guess mainly because I didn't have a job; and being that

I was in the CCC, which was kind of like a military organization, I kind of liked the idea that there was free board and room. At least I didn't have to worry about where I was going to get my next meal and where I was going to sleep. I thought that was a real good deal, as far as I was concerned. Evidently, I was too lazy to go looking for a job anywhere, so I thought this would be the best place to start a career.

Marcello: You know, economic reasons are one of the standard things that the men of your generation give for having joined the service at that time. In other words, even though this was late 1940, almost 1941, the effects of the Depression were still being felt.

Delia: That's true. It certainly was. In fact, I had quite a time getting into the service. I went to San Francisco and tried to get in there. I needed a tooth filled, and they would not accept me due to the fact that I had a cavity. So I decided to go down to San Diego, and, of course, in them days we used to hitchhike a lot. I hitchhiked down to San Diego to see a friend of mine that was in the service--in the Navy. He was stationed at North Island. In fact, he was in the CCC camp with me. I went down to visit him, and I talked to him for a while.

I told him I was going to Texas to join the Navy. I hitchhiked all the way to Texas. I went to Fort Worth. I got myself a hotel room. Of course, I didn't have too much money in my pocket. Right away, the same day as I checked

into the hotel room, I went to the recruiting office to try to get in. I thought I had it made, but when they asked me how long I was in the state, and I told them I just got there, that threw that out, also, because you had to be in the state at least thirty days before they would accept you in the service there.

So as a result, I had to go back to San Diego. I hitchhiked back there, and I joined there. They accepted me, only they weren't going to call me in at that particular time, so I got a part-time job parking cars to pay for my hotel room there and my meals. It got to a point where I wasn't making it, so I had to go back to...of course, at that time we were living in San Jose, which is right next to Cupertino. I went back to San Jose. I told them there that I was going back to San Jose, and, when they were ready to accept me, to send me a card or phone me; which they did. They did. They called me up about the 25th or 26th of December and told me that they wanted me down there by the 31st. At which time I did go down, and they swore me in on New Year's Eve, or the day before New Year's, anyhow, December 31, 1940.

Marcello: Why did you decide to join the Navy as opposed to one of the other branches of the service?

Delia: Well, I think it was mainly because it was a cleaner life. They always had a nice place to sleep aboard ship with nice white sheets and everything. It wasn't in the mud and stuff

like that like the Army would do. I felt that I would like that a little better than I would the Army, so that was one of the main reasons.

Marcello: At the time that you joined, how closely were you keeping abreast of current events and world affairs and things of that nature?

Delia: Oh, being only about eighteen years old, I wasn't keeping too much track of that. I knew that at that particular time they did have a defense force or national emergency type of thing, and it was a little easier to start getting into the service. This is the reason that I felt I could get in with not too much trouble. Other than that, I wasn't paying too much attention to the current events.

Marcello: Where did you take your boot camp?

Delia: In San Diego, California.

Marcello: And how long did boot camp last at the time that you went through?

Delia: I believe it was four months.

Marcello: That was rather long. That would have made sixteen weeks. Are you sure it was that long?

Delia: Yes, I'm sure of that. It felt like it was a lot longer.

Marcello: Was there anything eventful that happened in boot camp that you think we need to get as part of the record, or was it the normal Navy boot camp?

Delia: I think it was the normal Navy boot camp. There was nothing

too exciting. There was a lot of drilling, training, and stuff. I don't have nothing that was of importance to tell in regards to that.

Marcello: Where did you go from boot camp?

Delia: I went aboard the USS Wharton and was assigned to Ford Island. It was kind of like a passenger ship. My first duty station was at Pearl Harbor.

Marcello: What did you think about the idea of being assigned to the Hawaiian Islands?

Delia: I thought it was great. Personally, I think I would have rather been on a ship, but they did send me to the air station there. I was kind of glad to go somewhere other than just staying right where I was at. It was an experience.

Marcello: I assume, then, that when you got to Honolulu, you were assigned to Ford Island.

Delia. That's correct.

Marcello: Were you assigned directly to YSD-19 when you got there?

Delia: No, not right away. The YSD-19 was assigned to Ford Island, and they in turn were part of the boathouse on Ford Island. I first started out on crash boats as a deck hand. Our primary purpose was to pick up survivors. If there were any plane crashes in the water and stuff like that, we would pick up the survivors. Also, we cleared the channel for any planes that were coming in--seaplanes. At that time there were quite a few seaplanes, including the China Clipper,

which used to come in there all the time. We used to clear the channel for that. We would do that type of work.

Marcello: You mentioned that you were assigned to these crash boats when you initially went to Ford Island. Am I to assume that you were primarily interested in looking out for the PBV's and the other patrol craft that would go out from Ford?

Delia: That's right. That's the primary purpose of a crash boat being on the island.

Marcello: You mentioned the China Clipper. Of course, we don't think very much about it now, but back in its day it was a really big deal, was it not?

Delia: It certainly was. Anytime she came in, she used to tie up at Pearl City and anchor out, actually. They tied up to a buoy. It was quite a sight to see when it came in. It was quite an ordeal. We used to go over there...in fact, one time we even changed the motor on one of the planes that had a problem with one of the motors. This happened a little while later, when I was assigned to the YSD, which was also at the boathouse. We had to go pull that motor off the plane and put another one in, which was quite interesting. We kind of enjoyed that.

Marcello: Now the China Clipper, of course, was owned by Pan-American, I guess.

Delia: Right,

Marcello: And it was a passenger plane.

Delia: Yes. That was one of the first stops they made as they were going to China. I believe from there they used to go to Midway, and then...see, they weren't able to make that non-stop flight all the way from the West Coast to China, so they used to have these different stops for refueling mainly.

Marcello: Is it not also true that in most cases they would assign ships along the route that the planes were going to take, so that if a plane did go down, a ship might be close by? I don't know if they did that for those private planes, but I think they did that for military planes a lot of times.

Delia: As far as that aspect, I really don't know. I never got in that part of it. There is a good possibility that they did do that, yes.

Marcello: How often did the China Clipper come in?

Delia: I really can't tell. I would say at least once a week, if not more often. I can't remember.

Marcello: When was it that you were assigned to the yard salvage derrick?

Delia: Oh, probably around six months after I was assigned there. I would say it was around in the summer of 1941.

Marcello: Did you request to be assigned to it, or were you simply put there?

Delia: I was just detailed there.

Marcello: I've never interviewed anybody who was on one of the yard salvage derricks, so I think you need to first of all describe

what it was and what it did.

Delia: All right. Actually, YSD-19...first of all, they had the YSD-9, which was an old yard salvage derrick, and later on we got the diesel job. That had a gas-driven crane on it. It is a flat-bottomed barge, self-propelled, which has a crane on it. The primary purpose of it is to salvage any planes that crash in the water. When I was assigned to it, of course, I was a deck hand on it there at first. Then they broke me in on the crane, so I was the crane operator. We had two crane operators. One was a second class petty officer. Of course, I was only a seaman, and I was the other operator. There was four of us assigned to it. We had two deck hands, which also was the crane operators; we had a skipper, which was a first class boatswain's mate at the time; and we had an engineer. That consisted of the whole crew.

Marcello: A four-man crew.

Delia: Right. Of course, we done different things. I used to steer it as well as go down to the engine room and light off the engines and all that. We all done different jobs, but when we got underway and we were all there, we had our specific jobs, such as handling lines and also running the crane.

Marcello: Approximately how large was this...what was the size of this derrick?

Delia: It was 110 feet long. I can't quite remember...I think it was at least thirty or forty feet wide. I don't know the

width of it. The crane, I think, was capable of lifting up thirty tons. That's about all I can say about it right now. Our skipper and also the other crane operator, which was the petty officer second class, both were also divers. They had to be divers because a majority of the time the planes would be down in the water, and they would have to go diving down and rig the straps on it in order to hoist it. So we had two qualified divers on the yard salvage derrick as well.

Marcello: What would you be doing when you wouldn't be salvaging a downed plane or something of that nature?

Delia: Well, we would be tied up to the pier at the boathouse. They had skids there for these different boats, like, the fifty-foot motor launches and the crash boats as well and other boats that we had in the boathouse. We would hoist them aboard and put them on the skids for cleaning the bottoms of them and painting them.

Marcello: So you would be doing all sorts of yard work when you weren't actually out on any of these emergency jobs.

Delia: That's correct, yes.

Marcello: Did you go out on any of these emergency jobs during that period from when you were assigned to the salvage derrick until the attack took place?

Delia: Oh, yes. There was one PBV, I remember, that we had to salvage that crashed on the side where the Utah was--in that area. We had an OS-2U, which used to be on these cruisers and battleships.

There was one that took off and hit a buoy, and she sunk. We had to salvage it. There was a few boats that we salvaged as well that sunk in the harbor.

Later on...I can't remember if it was before the war broke out or just as the war broke out, but there was also a four-engine plane that we went for salvaging. There was a lot of high dignitaries on it, and there was a lot of classified papers that were scattered all over the water. They hit what they called Aiea Landing. They had a little pier there. This plane was overloaded evidently because they made three attempts to take off, and on the third attempt it did take off right. But about fifty up in the air, it lost power or lost air speed or something and dropped down and hit the corner of the pier and ripped off the whole star-board side of this plane up. As a result, there was all this paper that was classified material all over the water. We had boats running all over the place picking them up. We went alongside the pier then, and the divers went down and salvaged what they could. We really wanted to hoist that plane up, but our crane was a little too light to do it, and they wouldn't let us do it. But it was quite an ordeal there.

Marcello: So it sounds as though this derrick was quite busy with emergency situations prior to December 7.

Delia: Oh, yes, they kept us quite busy at all times doing something.

Marcello: Does this perhaps indicate the unreliability of aircraft during

that pre-World War II period (chuckle)?

Delia: I wouldn't say that because anything can go wrong mechanically. We were there just in case anything did go wrong, which was a good feature.

Marcello: Describe what your quarters were like there. I assume you lived at Ford Island.

Delia: That's correct.

Marcello: Describe what your quarters were like there.

Delia: We were at the boathouse there. Now first of all, the yard salvage derrick was on the Luke Field side of the island. They used to have a boathouse there, and we used to tie up there most of the time. Our sleeping compartment was upstairs. We had boat slips underneath, and then on topside was our sleeping quarters. In the boat slips there, on the Luke Field side, we used Admiral Halsey's barge and the chief of staff's barge off the Enterprise because mainly that's where the Enterprise used to tie up, also. That crew used to stay there, also. Once in a while, they'd bunk with us, and once in a while they'd be aboard ship.

Later on, they shifted us over to the other side. When they built a new boathouse on the other side of the island where the battleships were, they shifted us over there because they built a pier, also, for us. Then we stayed at that barracks, which was the same thing. They had about four or five boat slips.

In fact, it's still there. I just came back from Hawaii on April 5. I was there for three years. In fact, I retired from the Civil Service just now, and we were in Hawaii. That boat slip is still there, and so is the boat-house. Of course, all of the windows are out, and I don't think anybody's sleeping in there or anything, but it's still surviving after all these years. That's where we used to sleep--in them quarters up there.

Marcello: Would it be safe to say that it was probably a better living situation there than it was in the barracks where you might have a great many more men?

Delia: Yes. We were limited in our personnel. I forget exactly how many we had, but I don't think there was over fifty people there. It was kind of homey-like in comparison to a big barracks. We all knew each other and worked together. It was kind of nice.

Marcello: Where did you take your chow?

Delia: We had to go to the mess hall to eat, which, I would say, was six or seven blocks away.

Marcello: What was your opinion of Navy chow during that pre-Pearl Harbor period?

Delia: I kind of liked it, myself. It seemed like you had plenty to eat and everything. In my estimation it was real good food.

Marcello: Being a product of the Depression, I guess you could appreciate

getting those three square meals a day.

Delia: That's for sure because my family was real poor. In fact, just before I joined the service, my mother and dad did unfortunately divorce after seventeen years. They did stay together while us kids were small, but as we grew up and were old enough more or less to take care of ourselves, they did divorce. So we had a kind of hard time. My mother couldn't handle all five of us children, so this was one of the main reasons I wanted to go out on my own, also. Just like in the CCC, we were compelled to send money home. I believe we got five dollars a month, and they got the rest of it, which was \$25 or someplace around there. That helped my mother out. Then when I joined the Navy, of course, I was sending money home as well. It was a great relief for her. I knew she appreciated it.

Marcello: Describe what the liberty routine was like for you while you were there at Ford Island. How did it work?

Delia: We more or less had open liberty there. We had to have enough men to man the boat at all times. There always had to be a skipper there; there always had to be a deck hand and also one engineer. We kept it going. I can't remember, but there must have been more than one engineer because...they might have had a striker as well. I can't remember right now. I'm sure that one person didn't stay there all the time. He had to go on liberty as well. But there was enough people

there. Of course, you could get people from the boathouse to fill in as well because they had engineers there, too. We more or less had open liberty. We just went when we felt like it, but everything had to be covered, also.

Marcello: When you say you had open liberty and you could go when you felt like it, I'm assuming that you mean you could leave at the end of the workday.

Delia: That's correct, yes.

Marcello: When did the workday normally end if you didn't have the duty?

Delia: I think it was around four or four-thirty--somewhere around there.

Marcello: And then could you stay overnight if you wished, or did you have to come back to your barracks?

Delia: We could stay overnight at that particular time. There was one thing that I would like to mention that I thought was quite interesting. While we were there, after work, of course, we'd go to the mess hall to eat, which was usually around four-thirty or five o'clock. Coming back one day, I was standing where the theater was on Ford Island and waiting for a truck to take me to the boathouse. Who comes along but ol' Admiral Kidd. He was a real fine gentleman. He was a picture of health, too. He was a terrific man. He used to walk that island every evening--the whole island --as exercise. He would walk, and, I'm telling you, he would walk fast. He came by, so I gave him a salute. He always

had this elephant hunter hat, and he had white shorts and shirt, and everybody knew him. He always had a cane. He came by, and I saluted him and said, "Good evening, Admiral." He said, "Good evening. What are you doing here?" I said, "Well, I'm waiting for the truck to take me to the boathouse." He said, "You mean to tell me that boathouse down there a few feet away?" It was about six or seven blocks down there. He said, "Come on, son, walk with me." So I walked with him, and, I'm telling you, I was tired by the time I got to the boathouse. Yet, that was only about one-eighth of the trip that he takes all the way around the island. He was quite a man. He was the picture of health.

Marcello: Now Kidd was the skipper on the Arizona, was he not?

Delia: He wasn't the skipper. He was the admiral aboard the Arizona. He had the group there. I guess it was a battle group. I don't know exactly which one it was.

Marcello: From what you've said, it sounds as though you had a pretty good deal there at the boathouse--small crew, quarters that weren't crowded, pretty good food, and a liberty routine that was a heck of a lot better than those guys on the ships had.

Delia: Well, I believe so. Oh, yes, I sure did.

Marcello: We mentioned awhile ago that you could stay overnight in Honolulu if you wished. Would you do that very often?

Delia: No. As a seaman I didn't have all that much money, so you

didn't stay overnight.

Marcello: What did you normally do when you went on liberty?

Delia: Oh, what normal sailors do--go to the bars and kind of walk around and have a good meal and a few things like that.

Marcello: What was the attraction of Hotel Street or Canal Street?

Delia: Oh, of course, they had...I used to always go to the bars there, and, of course, they had places to visit the ladies, too, if you wanted, like the New Senator Hotel and a few places like that. Of course, as a young heifer, I used to go there and have my fling, also, just as well as the rest of the sailors. We never done a lot of anything. We would go to Waikiki once in a while. I remember they had the Wagon Wheel restaurant. I used to go there and go on the beach awhile. Once in a while I would go to P.Y. Choong's, which is another nice restaurant. That was about the extent of it.

Marcello: What was the significance of the Black Cat Cafe?

Delia: Oh, the Black Cat was at the end of Hotel Street. In fact, the YMCA was across the street from it. I remember that. She used to stay open, I think, just about all night if I'm not mistaken. I used to end up there a few times, around midnight or one o'clock in the morning, and have breakfast and stuff.

Marcello: I guess if you took a cab from Pearl Harbor into Honolulu, that would be the first bar you would hit. Is that correct?

It would be the closest one. Didn't the cabs usually stop at the YMCA?

Delia: No, not really. They would go anyplace. Of course, myself, I don't think I was taking too many cabs at that time. I was taking buses. It wouldn't be the first one they hit because that would be on the other end of Hotel Street in comparison to where Pearl Harbor was. There was a lot of bars in between there. I can't remember all of them, but I do remember Bill Lederer's Bar, which I used to go into quite often. It was right on the corner of Hotel Street and...I forgot the other street, but I remember the door was right on the corner. It was a catty-cornered-type door. The reason I went there mainly, I guess, was because the skipper was going with one of the bar girls there. In fact, he married her later on, and to this day, as far as I know, they're still married. I was best man, by the way, on that deal.

Marcello: How slow or fast would promotion have been for you personally while you were working on this derrick?

Delia: Well, I was trying to go out in my field, actually. I wanted to be an aviation machinist's mate. In fact, I took a course in it, and I passed it, and I took an exam and passed it. But at that particular time, they more or less classed us as the black shoe Navy. We were the general service forces. All the rest was aviation forces. They always took care of the aviation personnel first, so even though I made a very

good mark as an aviation machinist's mate third class, I did not receive it due to the fact that they gave it to all their people who were working in aircraft at the time. I think I passed the exam around September or October or someplace around there, but I didn't receive the rate--which I was more or less thankful for later. When the war broke out, I don't think I would have cared to be up in the air while they were firing at me. I would much rather have been on the ground. As far as rates go, they were kind of hard to get at that time.

Marcello: Things opened up considerably after Pearl Harbor.

Delia: That's correct. I've known of people who even shipped over just to be able to get a chance to take a third class examination at that time or just a little before that time.

Marcello: Generally speaking, were you happy with your place there on that barge, or were you looking forward to something better?

Delia: Well, I was real happy where I was at. It was good, hard work, and it was different at all times. It wasn't repetitious. Of course, chipping decks and stuff like that was repetitious at times, but it was interesting. We always had different things to do. We had a lot of salvage work, and I kind of liked that.

Marcello: Okay, this leads us into those days immediately prior to the actual attack at Pearl Harbor on December 7, 1941. As one gets closer and closer to that date, and as conditions between

the United States and Japan continued to get worse, could you even in your position detect any changes in your routine or the activities taking place there at Ford Island?

Delia: None whatsoever. There wasn't any changes that I seen at all. It just seemed like it was just regular routine type of things. There was nothing that would indicate anything was going on.

Marcello: In other words, it was business as usual right up to the day of the attack itself?

Delia: That's right.

Marcello: Did you perhaps observe any additional activity over at Ford Island among the PBV's, which were one of the major patrol craft used at that time? Did there seem to be more flights going out or anything of that nature?

Delia: No, it didn't appear to be. It was just regular routine flights as far as I could see. Of course, those were daily flights, and our crash boats used to go out and clear the channel for them so they could take off and come back in. It all appeared to be just routine type of flights.

Marcello: From where you were located, were you in a position to observe Battleship Row?

Delia: Yes. We were right in the middle of it. In fact, we were near what they called the fuel docks, which was where the Neosho was tied up, so as you looked out the boathouse barracks there, to the right was the California; right more or less right

in front or just a little bit to the left was the Neosho, which was tied up to the pier; right behind her was the Oklahoma. Let's see...which one was inboard...

Marcello: Was it the Maryland?

Delia: Maryland, yes. Then right behind that was the West Virginia and the Tennessee. Then right behind that was the Arizona and the Vestal, and then right behind that was the Nevada. We weren't really right in the middle of it, but we were right among them.

Marcello: You had a good view of Battleship Row?

Delia: Right.

Marcello: An unobstructed view.

Delia: That's true, yes.

Marcello: That must have been a pretty impressive sight when all those battleships were in.

Delia: It was. It was a real nice sight. I used to like to watch them come in and tie up there. In fact, we used to send out working parties or line handling parties, as they called them, to go out on what they called quays that they used to tie up to, and we used to help tie them up. At least we'd get the first one in, and, of course, they'd take care of the ones that would go outboard of their ship.

Marcello: Normally, did you observe that the battleships all came in on the weekend? I'm not sure if you were in a position to observe that, but what do you know about it?

- Delia: Well, it appeared that they always had ships in there and that they'd keep coming in and out. I never paid too much attention to them, but they always seemed to have ships there, including the carriers and stuff.
- Marcello: I assume you could expect to have more ships there on a weekend than you would during the week.
- Delia: Oh, yes, that's true. They had weekend liberty, and they used to come in on Fridays so that the men that were aboard them could get a little recreation.
- Marcello: When was payday for you?
- Delia: It was twice a month--usually the 15th and the 30th.
- Marcello: So you would receive a half-pay on the 15th and a half-pay on the 30th.
- Delia: Yes. It wasn't much. When I first went in, it was only \$21 a month; and then when I made seaman second class, it was \$36, I believe; and then when seaman first class, it was \$54. It wasn't all that much money, but it went a long way. It appeared like it did, anyhow.
- Marcello: Does this mean that the average sailor might have had a little bit of money left yet by the time the weekend of December 7 rolled around? If you had gotten paid on the 30th, this would be about a week later. Would you still have a little bit of money left yet, or would that have been blown by then?
- Delia: Oh, I think it would be blown by then because when you go

ashore, normally you only go two or three times, and that's it. You won't have no more money.

Marcello: Okay, this brings us into that weekend of December 7, 1941, and, of course, we'll need to go into this period in as much detail as you can remember. What was your routine that Saturday, December 6, 1941?

Delia: Well, I can't remember exactly what I done that day, but that evening I did go ashore. I remember coming back around midnight or one o'clock in the morning.

Marcello: What did you do ashore that evening?

Delia: Oh, I just done a little drinking. I went to restaurants and stuff like that. Nothing too exciting. Of course, I must have done something else, too, because, like I say, I came back around midnight or one o'clock in the morning. It's kind of hard to remember what it was.

Marcello: Were you in pretty good shape when you came in?

Delia: Oh, I was feeling no pain. Let's put it that way. I did go in the barracks there at the boathouse and went to bed.

Marcello: Did you observe anything unusual taking place in downtown Honolulu that Saturday evening?

Delia: Not really. It was just the regular routine--same old stuff.

Marcello: Were there a lot of white hats running around?

Delia: There always was, and you didn't pay too much attention to them. You more or less went with a buddy or met friends there and went ashore with them.

Marcello: Okay, this brings us into that Sunday morning. Incidentally, would you have had a battle station, considering the kind of work you were doing and so on?

Delia: Not per se. Of course, if anything happened, any emergency happened, we always went to whatever we were assigned to, and as such I was assigned to the YSD. Incidentally, they called that the "Mary Ann." I don't know if that was a nickname, but they called all the salvage derricks "Mary Ann's" in that particular...so I went aboard the "Mary Ann" if any emergency came up because we had firefighting equipment and stuff like that.

Marcello: Okay, take me into that Sunday morning of December 7, 1941, as you remember it.

Delia: Well, I was laying on my bunk. I had a top bunk. I remember that. I heard a bunch of noise and a bunch of explosions and stuff and a bunch of racket. Here it is, early in the morning, and I wanted to sleep in. You know, like, Sunday morning was the day to sleep in. This is what I was intending to do, especially coming in at one o'clock in the morning. I was kind of tired. I said, "Boy, this Sunday I'm going to really sleep."

Marcello: What did you think all this noise was?

Delia: I really didn't know. I got up. There was a few of us there, also. We all went up to the window to look out. I looked to my left, and I see the Oklahoma listing real bad.

I said, "I don't understand this." You could see bombs dropping and everything. I said, "Good Lord, what is this?" Somebody hollered from outside, "Take cover! The Japs are attacking!" We told them they were full of baloney. We could see it right in front of our eyes, and yet we couldn't believe it until I seen one plane up there, and she banked and I seen that red ball underneath. I knew it wasn't one of our planes.

I says, "Well, maybe they are full baloney, but darned if I'm not going to get out of here." So I put on my pants. Of course, we were in our skivvies. That's the way we all slept, anyhow. We put on our pants. I ran down to the "Mary Ann."

I went down to the engine room, and I kicked in the blowers. We had some blowers there that I think we turned on prior to lighting off the diesel engines. I was waiting for them to run. I think they had to run for five minutes or something like that.

While I was waiting, I opened up the starboard hatch of the engine room, and right in front of me was the California. In fact, the California's stern was right in line with us. I see this Jap plane coming down and drop a torpedo, and I could see it going in the water. It looked like it was coming directly at me. I said, "Uh-oh!" It sunk in the stern of the California and blew up, which to me I was thankful because it looked like it was going to hit me. I more or

less froze there for a minute. When I seen that, I closed that hatch in a hurry.

I went in the bilges of the "Mary Ann," which is the decks that you walk on in the engine rooms, and I picked up one of the deck plates--what they called deck plates for a floor--and down there I had a pint of whiskey. I don't know when I put it in there, but I remember going down there and reaching down and taking a good slug of it because, boy, I'll tell you, it shook me up.

I shut the blowers off. It dawned on me there wasn't a skipper on the ship or no deck hands or anything, so we couldn't get underway, anyhow. The skipper was ashore.

Marcello: Let me ask you a couple of questions at this moment. You obviously were the first one down on the derrick, on the barge.

Delia: Yes.

Marcello: You mentioned that you performed these certain operations. Evidently, this must have been instinctive on your part.

Delia: Yes. It just came automatically--things that we would do.

Marcello: Were you doing this because you assumed that that barge would be needed?

Delia: Right, yes. Certainly, because I'd seen fires on the ships and stuff and smoke on the water, and I knew that, if nothing else, they would have to use our firefighting equipment. This was the main reason that I wanted to get that thing going

and get it ready to get underway.

Marcello: What firefighting equipment did you have?

Delia: We had two-and-a-half-inch hoses. I remember we had two fire mains--one on each side of the ship. I think they had some in the stern, also. It wasn't too much, but we had two to three hoses that we could use with our fire pumps.

Marcello: Okay, you mentioned that you had a good view of that torpedo slamming into the California. How far away from the California would you estimate you were when that torpedo hit?

Delia: I would say that it wasn't 250 feet away from us.

Marcello: Describe in as much detail as you can remember that particular scene when the Japanese plane came in and nailed the California.

Delia: Well, I seen the plane come down. It must have been only about...I would say it looked like it was only about twenty feet off the water when it dropped its torpedo. As she banked, as she went up and banked, you could actually see the people inside the plane.

Marcello: What did they look like?

Delia: It looked like they had a big grin on their face. That's all I could see. I don't know if they did or not, but that's the way I visualized them, anyhow.

Marcello: In other words, there were two cockpits in this plane?

Delia: Yes. After I seen them go by then, I was watching that torpedo, of course, and, like I say, when she went into the California, it made me real happy in a sense.

Marcello: Describe what you saw and what you observed when that torpedo slammed into the California. What did it do to the California?

Delia: Well, it hit it on the port quarter, and it blew up. I think it just settled the California down. It just made a big hole in the stern of it, on what they call the quarter. It's on the after part of the ship, just forward of the propeller screw.

Marcello: Was there a lot of water and noise and things of that nature?

Delia: Yes. The water shot up there and made quite a scene, and there was quite an explosion as well. There was so much noise besides that that you didn't more or less pay too much attention to it.

Marcello: Okay, so you were down in the bilge; you'd taken a good slug of whiskey; and you realize that you're the only one there. What do you do at this point?

Delia: Well, I shut off them blowers, and I decided to take off and see if I can do any good around the boathouse where the crash boats were. We had some motor launches there, too. As I was running out, this lieutenant commander...he was a big bruiser, too, and he had a .45 strapped to his side. He says, "Jump in that boat and pick up survivors!" I was going to tell him, "Heck, no!" But I seen that .45, and I didn't have anything, so I went aboard, of course. I was assisting him, and we went...

Marcello: You were not actually skippering this boat.

Delia: No, I was...

Marcello: One of the crew?

Delia: ...one of the crew. We got underway, and we went alongside the California or right near the California first because somebody on the California hollered out, "Abandon ship," so they were all jumping over the side. So we started picking up the survivors there.

Marcello: What were the condition of these survivors?

Delia: Well, they were all shook up. They weren't in too bad a shape. They were able to swim and everything. They didn't look like they were wounded. They were, of course, full of oil and stuff like that because of all the water was black with oil.

Marcello: Describe what the surface of the water looked like. What did that oil do to the surface of the water?

Delia: Just made it black. It's just oil that stays on top of the surface--just regular fuel oil that's laying on top of the water.

Marcello: What is its consistency?

Delia: Well, it was real thick. In fact, I really don't know how thick it was, but it was real thick. It seemed like it might have been a couple of inches thick there.

Marcello: What could you perhaps compare it to that the reader of this interview might have some sort of an idea of what we are talking about? For some reason I think of it as thick

as jello. Is that too thick?

Delia: Just slightly too thick but just about that much. I really couldn't say. I don't know exactly how to compare it or with what. Maybe it's like melted butter--a lot of melted butter. It seemed like it was just plain thick, and it was black. It was black all over. It was real messy.

Marcello: Now is the attack still going on while you're out there in this rescue boat?

Delia: Oh, yes. As we were going out we were strafed by the Japanese planes coming in.

Marcello: Describe this.

Delia: Oh, the bullets were going on both sides of it. It seemed like they were shooting from each wing. It seemed like the bullets were shooting on both sides of our boat. It's a wonder they didn't hit us. Of course, you could see the pilots and stuff. They were so low that you could actually see the pilot in the plane. Like I say, if we had anything to throw at them, we could have sure done it. But we never had no guns; we never had no ammunition. We had nothing to defend ourselves with. We just had to stay out there.

Marcello: And you were approximately nineteen years old at this time?

Delia: That's correct.

Marcello: Under this kind of a situation, do you have a chance to be scared, or does that come later?

Delia: That came later. You know, a lot of people ask me if I

was scared during the attack, and my answer is, "No." We were so busy working that you just don't have time to think of anything like that. It's just after the fact that stuff like this does hit you; and when you stop to realize what could have happened and what did happen while you were out there, then it does shake you up a little.

Marcello: On the other hand, do you experience somewhat of a helpless feeling when you're out there in the harbor and these planes are coming in rather low and with impunity, and they're strafing you?

Delia: You sure do feel helpless because, like I say, we never had a thing to do. We'd stand there like sitting ducks, and there wasn't a thing that we could do about it.

Marcello: Could the boat take any sort of evasive action or whatever?

Delia: None whatsoever, no.

Marcello: And, again, I assume that this is a rather fast-moving type of action. That plane comes in, it dives, it fires, and it's gone.

Delia: That's correct. It comes right in, and it goes right away. It's real fast. In fact, there is not only just one plane, but you see all the other planes doing all the same thing. They were still bombing and dropping their torpedoes and stuff as we were out there.

Marcello: What would happen when you would get a load of survivors? What would you do at that point?

Delia: Well, to start with, like I say, we went near the California to pick up the survivors, and before we can get a boatload there, they holler from the ship to return aboard ship because evidently it was a false Abandon Ship order. Whoever said it shouldn't have said it, and the captain or somebody on the ship made them go back. So we just threw them all back overboard because they were still able to swim. We threw them back overboard and let them go back there. Then we went to the Oklahoma and...

Marcello: Which had turned over by this time.

Delia: Yes. We were picking up survivors there between the Oklahoma and the West Virginia. In that area we were picking up survivors. There it was a little different.

Marcello: Describe what was happening there.

Delia: There were so many people in the water that we had to be particular in what we picked up, and mainly what we picked up were people that were still alive or that looked like that they would be able to stay alive. Well, if we'd pick up a body and there was only half a body or something like this, well, we'd just drop it again. We just didn't have room on the boat for that type of people. We had to get the people that we could save. We picked up around fifty people each trip. We made three different trips. So roughly we picked up around 150 people.

Marcello: What was the nature of the wounds of these people?

Delia: Oh, some would be burnt badly. Others would be bleeding pretty bad. They would have bandages or something...not bandages but something--either a shirt or something--that they were holding to stop the bleeding, and we'd rush them into the boathouse. Of course, there would be people there to handle them from there.

There were a few incidences that did happen while we were picking up survivors that were a little comical. They weren't comical at the time, but later on it was. The ones I remember...there was this one Marine that was on the West Virginia. When they told them to abandon ship, he risked his life going down three decks to go to his locker. He had \$300 in his locker, and he went down there, and, like I say, he risked his life, got the money, put it in his pocket, ran up to topside, took his pants off, left them on deck, and jumped over the side (chuckle). Boy, he was mad. He said, "Of all the dumb things to do!" (laughter)

Marcello: He was one of the guys that you rescued?

Delia: Yes. Of course, he didn't have no pants on. He was just in his skivvies. He was certainly mad. He said, "Here I risk my life for this money, and then I leave it up there on deck!" There was no way he could have got back on board there.

There was another incident with this old chief, and he was really giving them "what-for"--them Japanese. He was waving his fist at them and cussing at them and everything.

I said, "What's the matter, Chief?" He said, "Them goddamned Japs! When they told me to abandon ship, I jumped over the side and lost my false teeth." (laughter) He didn't have nothing to chew with, I guess. He was beating his gums there. That was a little comical later on, but, like I say, at that time it wasn't too comical.

Marcello: How long did you remain out there in the water in the harbor on this kind of work?

Delia: I would say a good hour. It's hard to tell the time at that time. We worked for eleven days from the attack on. Time... I didn't know night from day. I didn't know what day it was or what month or anything else. Of course, I knew the month, but, I mean, I didn't know if it was Monday, Tuesday, Wednesday, or whatever. You just lose track of time. In fact, I don't even know how long the raid or the attack was. They tell me it was an hour-and-a-half or something like that. I would say roughly a good hour we were out there picking up survivors.

Marcello: What do you remember from the Arizona blowing up?

Delia: The Arizona...I did see a lot of smoke and a lot of fire coming from that area. The only thing I could think of at the time was that I had a very good friend that I went to grammar school with, and I always meant to go over there to see him. I never did get around to doing it, and yet I was so close to him. I think when I seen it blowing up

there and everything, I was just thinking about him. I said, "Doggone it, here something might happen to him," and which it did. He was on the number two turret on the Arizona, and he's still there. I always regretted the fact that I didn't take the time to go see him. It really made me feel bad. The Arizona was a little farther away, and I couldn't see too much of it. I did see it when it was in flames and black smoke pouring out of it.

Marcello: Did you get a chance to observe the West Virginia, which was another one that was hit rather hard?

Delia: Yes. We were alongside the West Virginia picking up the survivors, so we were able to see her pretty well. She did get hit pretty bad. Of course, she settled right down level. She did not lean over or anything. She went down straight. I didn't see too much damage. Of course, there was a lot of damage all right, but nothing in comparison to the Oklahoma being turned over and the Arizona being all bent out of shape. The West Virginia didn't look too bad to me in comparison to them.

Marcello: Describe what you saw over at the Oklahoma. What do you remember from it other than the fact that obviously it turned over?

Delia: Well, I seen her list real bad, and then she rolled over.

Marcello: Did you actually see it roll over?

Delia: Yes.

Marcello: Describe that.

Delia: Well, it was real slow. I didn't watch it the whole time. I just seen her starting to roll over real slow, and that's about all I can remember at that time. I do remember later on where toward the evening they had cutting torches and stuff and were cutting holes in the bottom of the ship and getting survivors out of there. They were down there, and evidently there were air pockets where they were able to still get a little air until they were able to be rescued. I believe they were tapping on the bottoms where they heard them, so they got their cutting torches and cut holes in the bottom. Evidently, they got a lot of people out of there.

Marcello: In your wildest imagination, did you ever imagine one of those huge battleships turning over like the Oklahoma did?

Delia: No, I couldn't imagine it at all. It was something else. It was undescrivable.

Marcello: What did you do into the afternoon and up into the evening?

Delia: Well, after we finished picking up the survivors...like I say, we made about three trips. By that time my skipper came for the salvage derrick, and there was a crew there, so I went aboard the "Mary Ann." We got underway, and we went alongside the California. We started fighting fires there. I remember pouring water through the brig porthole. They had a porthole with bars on it, so I assume it was the brig. There was a lot of fire coming through there, so we were pouring water into there.

While we were alongside there...I forget who relieved me, but somebody got on the hose there, and myself and another fellow took our putt, which is a small boat that we had on the "Mary Ann," and we rowed over to the ferry slip, which was right near by, and we went to the mess hall. We wanted to get something to eat because we were very hungry. In fact, we were real hungry. We rowed over there to see if we could get something to eat. We went into the mess hall, and all I can see as I walked into the mess hall--on the tables and on the seats or benches for the tables--was nothing but wounded men. All over! The thing was loaded. Over in one corner they just had stacks of people that were dead already. They just threw them right in the corner. They never had no other place to put them. They had to use the tables and stuff for the ones that were wounded.

Marcello: I assume that you wanted to get out of there as soon as possible.

Delia: That's true. We never got anything to eat either. There was nobody in the galley where we could get anything or bum anything, so we went back aboard the "Mary Ann" and continued fighting fires.

From there we got orders to go to West Loch to pick up some bombs for the planes. So we got underway and went to West Loch. I was operating the crane at the time. We were loading 500-pound bombs on our decks. While we were

there, a PT boat came alongside and needed some depth charges, so I loaded depth charges on the PT boat. We asked them if they had anything to eat because we were still hungry. He says, "No. The only thing we have is this half a can of brown bread." With our greasy hands and everything, we stuck our hands in there and ate it, and, I'm telling you, it tasted like icecream. Boy, was it delicious! That was the only thing we did get to eat. After we loaded the PT boat, it got underway. Then I finished loading the "Mary Ann" with these 500-pound bombs. We loaded a whole deck full. I don't know exactly how many were there. Then we got underway.

Marcello: Let me ask you this. I assume you didn't have any kind of authorization, papers, or the usual paperwork and so on that I assume is done under normal circumstances.

Delia: No, there was nothing--just word-of-mouth. That was it: "Go get some bombs." So we went over there. Evidently, we were told that they needed the bombs. I guess my skipper got the orders. I really don't know who told him to go or anything like this, but we did go and get them.

After we got underway, we went to the Luke Field side, and we tied up to the pier, and they made us get out of there. They said, "We don't want those things here! Get out of here!" They were still scared. All them people were scared stiff.

We got underway, and we anchored just opposite Pearl City. That evening, about six or seven o'clock, when it was just turning dark, they started firing again. These planes came over, and they started firing. We thought it was the Japanese coming back and they were attacking us. We seen all these...oh, every bullet was a tracer bullet. Man, the sky was just loaded with them. I know they shot down three of our planes that were off the Enterprise. We seen one hit Pearl City--in that area.

After that, when it was all over with, we did get underway. We went alongside of the Luke Field landing there. We tied up, and we didn't give a darn who says go or stay or what. We were going to get them bombs off that ship. So we got the working party there, and we came to find out they were off the Oklahoma and the Arizona and all them. There was nothing...they wanted to do something anyhow, so they helped us off-load all these bombs, and we got them on the pier there and over to the airfield.

Then we got underway, and when we left there, they detailed us to go around Pearl Harbor there--I guess around the supply center or someplace there--and we were loading stores for these different ships. They needed something to handle stores to go to these ships. That's what we done for...gee, I don't know how long. We never got no sleep or anything the whole time. We went night and day, and

for eleven days we were underway doing things like this. The only time we ever got any sleep was when they didn't need our crane. Then I was able to get some sleep. Other than that, we had to load the stuff on our ship, go alongside a cruiser or destroyer or...just cruiser or destroyers. Of course, the battleships were all down. We would load on the ship unless they had their own crane, and if they did then we got a few winks at that time.

Marcello: You know, your barge obviously is not a very glamorous vessel or anything like that, but it's playing a very, very important role in that period after the attack.

Delia: It certainly did. It was real helpful in a lot of ways besides handling stores and the bombs. Of course, we done all the salvage work for boats that were sunk and stuff like that.

We also picked up three Japanese planes that hit the water. One was between Pearl City and Ford Island and that area. That was the first one that was picked up.

Marcello: Describe this operation. When did this take place?

Delia: I really don't know. I think it was a day or so afterwards. Probably the next day. Like I say, I didn't know one day from the next. It was just a continuous type of thing. But we did pick up that plane. Of course, our skipper was a diver, and he had to go down and rig it up. We pulled it up, and we brought it into Ford Island.

Marcello: Was it just a jumbled mess of metal?

Delia: No, it was in pretty good shape. Of course, the props and the wings and the tail were torn up on it and everything, but it was still pretty well intact. There was nobody in it. Of course, I think there was divers that came there before to release the safety belts on these pilots and shoot them up. Evidently, they were in the water more than three days, because after three days they seem to bloat up, and they'd float. Of course, they were all out of the planes as we picked them up--at least the first two planes that we picked up.

But with the third plane, which was about ten days later, I remember that because when we picked it up, they shot these two pilots up, but they didn't realize that there were three people in that particular plane. Evidently, it was a torpedo plane, and they had three people in it. When we pulled it up, there was still one in there, and he had his helmet on. His face was all eaten out from the crabs, and this is how I knew it was at least ten days in the water. I asked how long he'd been down there, and they said it was roughly ten days. We brought him up, and that plane smelled to high heaven. In fact, when I was in the crane hoisting it up...of course, we were anchored out, and the bow of the ship, when you're anchored, always faces the wind. The wind was blowing right into the cab, and I had

to put my arm over my face so I could operate that crane because the stench was terrible.

We did get it aboard. After I got the plane aboard, I looked at him, and I seen the binoculars, and I said, "Doggone, I'd like to have them." I was going to take them, but the strap that went around his neck was sunk into his neck, and I said, "Forget it. I ain't about to start messing with that."

But we did take that plane also to Ford Island. We off-loaded it, and we had the dispensary come with an ambulance, and we hoisted the pilot out. In fact, I have pictures--slides that I've got--of the Japanese that was in there and the way that we were hoisting them out. We put them in a stretcher, and they took them to the dispensary. A little while later, the corpsman came back, and he says, "You know that pilot that we took out of there?" We said, "Yes." He says, "Under his flying uniform, he had civilian clothes on. In his pocket he had \$864 in American money." So they were all set up just in case they crashed on land. He could take his flying uniform off and walk right into town, and nobody would know the difference because there was an awful lot of Japanese and all types of Orientals in Hawaii at the time. They were all set up in case they did crash. They were able to have enough money to cover them and everything. They thought of everything. They were really smart in that respect.

Marcello: That's an interesting observation you made. I've never heard that one before. I'm glad you mentioned it. I've also been told by several people that they couldn't get that stench of a dead body out of their mind or even perhaps off their person for a long time.

Delia: That's true. I think maybe the worst smell there is is a dead body, especially if it was floating and bloated from being in the water for so long. It's an awful smell. It's a smell that you'll never forget. There were bodies there that were burnt real bad. There was a few that we picked up from the pier, too, that kept floating up days later. We would get a line around them and then...I remember one where I reached down to try to grab him by the arm to try to pull him up, and his whole skin just peeled right off because it was so badly burnt. A burnt body has a real smell to it. It's something terrible. It's real strong.

Marcello: I'm surprised you even reached down to grab hold of that arm. I think I'd have simply put a loop or a rope or something on that body and dragged it into the pier.

Delia: We had a loop around him, but I was trying to assist the people that were pulling it up. Everybody couldn't get on the rope to pull him up. We needed a hand to continue to pull him up, so, of course, naturally, you try to grab something, and I grabbed his arm. From there I grabbed some clothes, and finally we got him up that way.

Marcello: What kind of salvage work were you carrying on around the ships that were either damaged or sunk?

Delia: Well, they did need assistance on a few things, like, metal and boats and stuff that were on these ships that they wanted to clear away. They would call us, and we'd go alongside. I remember going alongside the Helena and a few of the battleships to just clear out some debris that needed to be cleaned up. We just done this while we weren't doing anything else. They kept us busy continuously. I think our biggest problem was during the evenings when we used to have to get underway. I think every fifty feet we used to have to identify ourselves because we were leery. They were so trigger-happy that it was a real strain trying to go through that channel at night. We had quite a time. I was scared, too.

Marcello: How would you go about identifying yourselves?

Delia: Well, we'd holler out that we were the "Mary Ann"--a salvage derrick. They won't fire, but they'd keep asking us to identify ourselves. We'd keep hollering and hoping that they'd hear what we were saying because we didn't know if they did or not. Like I say, them people were trigger-happy--just like they were that evening when the Enterprise came in.

Marcello: What rumors did you hear that evening of December 7?

Delia: Well, the rumors I heard was that they had three troopships out there ready for landing. And if they did, they could have took the whole island, I'm sure, with no trouble because

everything was in such chaos.

Marcello: Did you believe those rumors?

Delia: I certainly did.

Marcello: I guess you had no reason not to believe them after what had happened that day.

Delia: That's right. We would believe anything after that. We certainly did.

Marcello: You mentioned awhile ago the bodies that would float up. I'm assuming that this was kind of a continual thing for perhaps days and weeks thereafter.

Delia: What's true. They'd keep popping up every now and then. From what I understand, after seventy-two hours they do bloat up, and they'll start coming up. Evidently, every now and then we'd see a body floating by, and we'd go out there and retrieve it. We didn't know where they'd come from. I guess they identified them later on.

Marcello: I assume that that was not one of your specific details, however, in the aftermath of the attack. Body retrieval was an incidental thing so far as the derrick was concerned.

Delia: Yes, that's true. We were there only when we just happened to be there. There was other personnel in the boathouse that took care of a lot of that. They got boats underway, and they'd go pick them up if they were away from the pier or anything like that. But that wasn't our primary job. Our primary job was salvage work. That's what we were doing.

Marcello: How long does the smoke and that sort of thing hang around over the harbor following the attack? Or do the winds get rid of it pretty quickly and so on?

Delia: Well, they do have quite a bit of trade winds in Hawaii, but I can't remember it clearing up at anytime. It seemed like smoke was going there all the time. I really didn't pay too much attention to that part of it.

Marcello: I guess Ford Island was torn up pretty well, too, was it not?

Delia: Mainly where the PBV's were--at one corner end. As far as the boathouse and that area goes, I didn't see too much damage because there was nothing there to...they were concentrating on the battleships that were alongside, and the tanker. Of course, the tanker did not get hit--the Neosho. It was able to get underway and seek shelter there, I think, in one of the slips over there on the other side of the harbor.

Marcello: When did you leave Pearl Harbor?

Delia: Well, I believe it was May of 1942.

Marcello: So you actually weren't there, then, too long before you got out of there?

Delia: That's true. They needed somebody on Midway, and they detailed me to go to Midway Island. I was assigned there afterwards. That was my next tour of duty--Midway Island.

Marcello: Were you assigned specifically to Midway Island or a ship

that was on its way over toward Midway?

Delia: Assigned to Midway Island.

Marcello: And I assume that you were there during the Battle of Midway?

Delia: Yes.

Marcello: Well, unfortunately that's another story, and its beyond the scope of these interviews. Is there anything else relative to the Pearl Harbor attack that we need to talk about and that you would like to mention?

Delia: The only thing I would like to mention is that I think it was about a month or two later when I saw the prettiest sight I ever seen in my life. This was when them three battleships left that place.

Marcello: Describe it.

Delia: Well, they got underway, and it was one right behind the other.

Marcello: Which ones were they?

Delia: I really don't know. I think the West Virginia might have been one of them, and the Tennessee and the Maryland. I don't know which three it was.

Marcello: Probably not the West Virginia because it was hit pretty hard.

Delia: I think it was Tennessee, Maryland, and possibly Pennsylvania, but I wouldn't swear to it. They were one right after the other going out the channel there, and, I'm telling you, it was a beautiful sight.

Marcello: What kind of feelings did you have when you saw that?

Delia: As they say in Hawaii, I got "chicken skin"--goose bumps--
all over. It was a beautiful sight--real nice.

Marcello: What was the reaction of other people who saw this? In
other words, was there a lot of cheering and that sort of
thing?

Delia: Oh, they just stood there with...oh, yes, there was cheering,
and we were just proud...proud to be an American, I guess.
I was real proud to see them going--being back on our feet
in a sense--because they sure knocked the heck out of us
while we were there.

Marcello: Well, Mr. Delia, I think that's a pretty good place to end
this interview. I want to thank you very much for having
participated. You've said a lot of very interesting and
important things. I've never interviewed anybody who gave
me the slant that you presented, and I'm sure that students
and researchers are going to find your comments quite valuable
when they get to read this material.

Delia: Well, it was really my pleasure. I really enjoyed it.