

National Museum of the Pacific War

Nimitz Education and Research Center

Fredericksburg, Texas

Interview with

Mr. James Carnes

Date of Interview: March 28, 2022

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Interview in progress.

Charlie Simmons: This is Charlie Simmon. Today is March the 28th, 2022, and I am interviewing Jim Carnes. This interview is taking place in Bourne, Texas and it's in support of the Nimitz Education and Research Center, archives for the National Museum of the Pacific War, Texas Historical Commission, for the preservation of historical information related to this site. Now, Jim, if you would please, would you state your name, where and when you were born.

Mr. Carnes: James Carnes, and I was born in Winnsboro, Texas. It is a small city about halfway between Tyler and Mount Vernon.

Charlie Simmons: And ... and what date was this?

Mr. Carnes: It was April 11, 1927.

Charlie Simmons: 1927. Okay, and what were your parents' names?

Mr. Carnes: My mother's name was Julia Carrollton (sp?); Hanson (sp?) was her maiden name. And my father's name was Adolfus Carnes (sp?), A-d-o-l-f-u-s.

Charlie Simmons: And what was their profession?

Mr. Carnes: My father would have liked to have been a carpenter, but this was during the Depression. Uh, very badly during the Depression because it ... about the time I was born, uh, would have been the Depression ... began to take full hold. We had ... we were living in Grail (sp?), I mean he had been remodeling and building houses 'cause he was an excellent carpenter, but he had to give up that profession, and that's what he loved, and he moved to a forty-acre, (unintelligible) travel farm close to Winnsboro and we were living in Grail. Because we ... to move to the farm seemed to be the only way he could even feed either of the children, so we moved to the farm.

Charlie Simmons: And how many brothers and sisters did you have?

Mr. Carnes: I had one brother and two sisters. I was the youngest.

Charlie Simmons: You ... you were the youngest?

Mr. Carnes: I was the youngest. And we ...

Charlie Simmons: So, you grew up there on the farm then?

Mr. Carnes: To a point. My father died when I was twelve, 1939, and this made it doubly hard because back in those days, it was almost impossible for a woman to find a job.

Charlie Simmons: Uh hum.

Mr. Carnes: Of any kind. So, I moved and lived with an older sis ... the oldest of the siblings, a sister, for a little over a year and went to grade school there. And graduated from ... grade school in Venus, Texas. And at that time, well then, she had gotten a ... a job of sorts in Dallas and I moved to Dallas with her, and at that time started to high school.

Charlie Simmons: So, you showed up in high school in Dallas?

Mr. Carnes: Right.

Charlie Simmons: And did you finish high school there?

Mr. Carnes: Well, that's a story, too. I ... I went the first year of my high school, I went to Forest Avenue High School in Dallas, and after the first year of school, we were in not the best part of town ... living. She was able to find a slightly better job, not much, a little bit, and we moved to the eastern part of Dallas which was a better part of the area. So, I switched from the Forest Avenue to Crozier ... N.R. Crozier Technical School in Dallas.

Charlie Simmons: Uh hum.

Mr. Carnes: And I went there until (pause) uh, well, April. I joined the Navy four days past my seventeenth birthday.

Charlie Simmons: Okay, so you were still in high school then? You had ... had not graduated?

Mr. Carnes: Correct.

Charlie Simmons: Okay. And so, you ... this was ... and what ... what year was this you joined the Navy?

Mr. Carnes: 1944.

Charlie Simmons: 1944 in April. And so, back to when you were in school, on December the 7th, you remember December the 7th in '41; where were you on Pearl Harbor Day? What ... do you remember that?

Mr. Carnes: Yes, I was ... I was living with my mother in Dallas. We were ... had rented a duplex apartment on Grant [or Grand] Avenue in Dallas, and I remember the speeches that were given at that time. And even though I was only uh, fourteen at the time or whatever it was ...

Charlie Simmons: Uh hum.

Mr. Carnes: ... it was very upsetting and startling to me.

Charlie Simmons: Yep.

Mr. Carnes: Because this was a big, big thing, and in my life, it was a big, big thing. And ... but it ... it was not because of ... that I was so set on joining the service as patriotic thing; that was not my real reason for joining. I joined the Navy because my mother had struggled and struggled and struggled to make a go and it just wasn't very successful because the jobs just were not plentiful enough.

Charlie Simmons: Yeah.

Mr. Carnes: And didn't pay enough.

Charlie Simmons: Well now, your siblings were older than you. Would ... did ... did all ... any of them drop out of school to work or did they ...

Mr. Carnes: (Unintelligible), one of them did. My two old ... oldest siblings were girls, and they had completed high school. My son (?) had joined the Navy prior to that. I ...

Charlie Simmons: Your ... your brother joined the Navy?

Mr. Carnes: Yes (cough). And he had dropped out of school to join the Navy.

Charlie Simmons: Uh huh.

Mr. Carnes: And I had watched for three to four years my mother struggling ... struggle financially, and I just could not take that much longer. So, I had made up my mind that, at that time, the Navy was accepting men that were seventeen to go into the Navy.

Charlie Simmons: Uh hum.

Mr. Carnes: So, I had made up my mind that I was going to join the Navy as soon as I reached seventeen. Well, it was to relieve ... relieve her of a burden.

Charlie Simmons: Yeah.

Mr. Carnes: And I told her on April 1st that I planned on joining the Navy. She was not exactly happy about that because she already had a son that was in harm's way. He was ... he was in the Coast, uh, not Coast Guard, he was in the, uh, he was a gunner's mate, and served on merchant ships.

Charlie Simmons: Okay.

Mr. Carnes: Which was about as hazard as you can ...

Charlie Simmons: Yeah.

Mr. Carnes: ... get during World War II.

Charlie Simmons: Yeah.

Mr. Carnes: And this was very upsetting to a mother 'cause she already had one son that was in harm's way. And ... but I prevailed, and she asked me one question, and that was, "Is ... is this what you want to do?" And I thought for a minute, and I said, "Yes." So, she said, "Okay, I'll sign it," and she did. And so, four days past my seventeenth birthday, well then, I was sworn into the Navy. And on the 25th of April of 1944, well then, I reported for active duty. And ...

Charlie Simmons: And where ... where'd you ... go to boot camp?

Mr. Carnes: San Diego.

Charlie Simmons: Okay. How did you get out there? Train?

Mr. Carnes: Yeah. By myself.

Charlie Simmons: Do you remember how long it took?

Mr. Carnes: Uh, approximately two days.

Charlie Simmons: (Chuckles), yeah, they were pretty slow trains in those days.

Mr. Carnes: (Coughs). I ... this was a new world as far as I was concerned because I had never experienced any of this kind of thing.

Charlie Simmons: Yeah.

Mr. Carnes: And ... but I decided that, you know, there ... this was the world now that I was living in that I better get it together. Now, I did not serve a full uh, I

forgot what, a month or two months, whatever it was for boot camp because I had taken ROTC my entire high school years.

Charlie Simmons: Uh hum.

Mr. Carnes: And I did that for a reason. I did it because they furnished uniforms.

Charlie Simmons: Uhm!

Mr. Carnes: So, I only had to prepare or buy school clothes for four days a week, I mean, one day a week. So, when I joined the Navy, well then, they were aware that I had been in the uh ...

Charlie Simmons: ROTC.

Mr. Carnes: ... yeah, ROTC, so, I was pretty much familiar with all of the procedures ...

Charlie Simmons: Yeah.

Mr. Carnes: ... that they went through in boot camp. So, they had pulled me out one morning; it was fairly soon after I got there. I don't recall just exactly how soon, and they said, "We've been reviewing your record, and you ... attempt to have a very acceptable marks in terms of intelligence, and the Navy has a signal ... signalman class that's starting next week, and we would like to put you in there as a striker." And I had no idea what a signal ... signalman was, but I said, "Okay." I figured they were the ones calling the shots ...

Charlie Simmons: Yeah.

Mr. Carnes: ... (unintelligible) anymore. So, I enrolled in signals school.

Charlie Simmons: Now, what does a signalman do in the ... the Navy?

Mr. Carnes: A signalman's job was ... they were responsible for official communications to and from the ship, visual. And I reported for ... for school, and it was, as I recall, it was a sixteen-weeks school (unintelligible). And the very first statement that the commander of the signal school made at the time was, "At ... the way this works is is (pause) that there's practically a hundred and," I think it was a hundred and people that was in the class, and he said that big ships and/or various commands of the Navy submit their requests for a signalman, if they need a signalman, and two, you know, the ... the Euro ships or whoever makes the assignments, and it (sound of drawer closing), and the way they determined which one a person goes to is the ... the person

who graduated first in the signal class gets first choice of whatever command is offering at that time.

Charlie Simmons: Uh hum.

Mr. Carnes: And then it just goes down to the second man and the third man. And I asked what happens to ... to the last person in terms of command thing. He said, "Well, they go to the amphibious forces." And I said, "I (unintelligible) ...

Charlie Simmons: (Laughter).

Mr. Carnes: ... Marine Corps." So, that was incentive to say the least that ...

Charlie Simmons: Yeah.

Mr. Carnes: ... that you did pretty well. And I ... I graduated uh, let's see, fourth ... either the fourth or sixth in the class.

Charlie Simmons: Really?! How ... how many ... how many drop-outs did you ... how many were left in the class at the end of the ...

Mr. Carnes: Well, they ... they said that ... that you normally had out of a hundred and ... and forty, what not, roughly a hundred and ... and uh, twenty or so, actually stayed through the course.

Charlie Simmons: Okay.

Mr. Carnes: The other either graduated or they ... or they opt out.

Charlie Simmons: Yeah. Did you learn Semaphore in that course?

Mr. Carnes: Oh yes!

Charlie Simmons: Okay, along with Morse Code and that ... that was your number one thing is Morse Code?

Mr. Carnes: Well, yes. It was number one for the simple reason that's how you transmitted uh, messages, by signal light.

Charlie Simmons: Yeah.

Mr. Carnes: And that was a more functional way, and World War II was Semaphore.

Charlie Simmons: Uh hum.

Mr. Carnes: Because it reached further and what not.

Charlie Simmons: Sure!

Mr. Carnes: And you ... you sent messages, you know, by flashing lights by dots and things just like you send a Morse Code ...

Charlie Simmons: Uh hum, right.

Mr. Carnes: ... is what you do. Well, my ... I worked pretty hard at this and I was assigned to be the uh, the person assigned handle the signal lights on the ship when we were to go to and from the dock to what not because I was relatively proficient with flashing light. And so, I was assigned that on ... on the ship both during the period I went to school, plus uh, after, you know, I graduated and got on this ... [USS] Norton Sound, by the way, had tendered a request, that's how I got on there.

Charlie Simmons: Uh hum.

Mr. Carnes: And so, my ... my occupation, for example at general quarters, was at the signal light (unintelligible).

Charlie Simmons: Right.

Mr. Carnes: (Cough).

Charlie Simmons: And ... and what did you do when you weren't operating a signal light?

Mr. Carnes: Well, of course, we stood watches generally during the war itself, but the battle, well, we were basically on four on and four off.

Charlie Simmons: Yeah.

Mr. Carnes: And we'd been ... not very much. Well, you'd try to get some sleep as best we could, but of course, the ... we ... the Battle of Ok ... Okinawa which was the last battle of the war, and it was famous, of course, for the fact that, you know, there was constant ... full of Japanese planes that was trying to hit – kamikazes ...

Charlie Simmons: Yeah.

Mr. Carnes: ... trying to hit the planes into the harbor we were in. We actually ... we ... we first ... when we left our ... the ... that's ... left San Diego, well, we stopped by a couple of islands and what not that ... but we really launched from ... from uh, (pause) ...

Charlie Simmons: What, do you mean, the ... is this harbor that you stopped over before you got to Okinawa?

Mr. Carnes: (Unintelligible).

Charlie Simmons: (Cough), would that have been some place like, you know, Ulithi or ...

Mr. Carnes: Took one or two days, yeah. Yeah, we stopped at uh, we stopped, you know, on the way over for a couple of days, you know ...

Charlie Simmons: Yeah.

Mr. Carnes: ... like ... I forgot now. I had it but ...

Charlie Simmons: So, this was ... this was in ... in uh, middle of ... middle of '44, late '44? Uh, so ...

Mr. Carnes: It was late '44.

Charlie Simmons: Okay. So now, Okinawa was ... was a little bit later than that though. What ... did ... where ... where did you go after ...

Mr. Carnes: Not much, yeah.

Charlie Simmons: Yeah.

Mr. Carnes: Well, we went ... we wound up going to launch from uh, forgot what the island is next to Guam, uh ...

Charlie Simmons: Saipan?

Mr. Carnes: ... Saipan.

Charlie Simmons: Uh huh.

Mr. Carnes: And we were ordered then to go to Okinawa. However, we did not actually go to the island of Okinawa ourselves; we went to Kerama Retto which was a ring of islands about twenty miles from uh, Ok ... Okinawa. And ... but it was just as much a part of the war as uh, in fact, that was ... we were under constant siege. In fact, we had the admiral onboard for a good portion of the time, so we were the number one target by and large for much of that time that we were there. We got into ... the war at Okinawa started on Oct ... April the 1st.

Charlie Simmons: Okay, of '45.

Mr. Carnes: Yeah.

Charlie Simmons: Right, yeah.

Mr. Carnes: And we ... we ... when we were ordered to go to Kerama Retto this was ... was April 25, so it was twenty-five days ... following the actual start of the ... the war there on ... the fighting there.

Charlie Simmons: Yeah.

Mr. Carnes: And the ... the first day we were there, very quiet, (unintelligible). Of course, from day two to day eighty-one it was hell, every day, every day and every night. Uh, and we were the only ... we were the largest ship and ... and not get hit in the place.

Charlie Simmons: Uhm!

Mr. Carnes: Uh, the only other large seaplane (unintelligible) got ... took a kamikaze. The USS Curtiss, the USS Whiting, uh, and then there was three or four of small seaplane tenders got hit (unintelligible). And it was just by ... I ... I attributed it to just the face of God that ... 'cause that we managed to get through ...

Charlie Simmons: Yeah.

Mr. Carnes: ... without that. We ... I recall one Sunday, we hadn't been there probably a couple of three weeks, and then of course, we were having ... (unintelligible) raids every day and every night, and Kerama Retto was a string of smaller islands, and the Army or Marines or what not had ... had pretty well uh, eliminated, you know, the uh, any real threat in terms of the, you know, the Japanese of having any large armament, you know, enough to do (unintelligible).

Charlie Simmons: Yeah.

Mr. Carnes: But that doesn't mean they were (unintelligible), you know, for travel uh, for ... for planes. Anyway, I was on watch, and a signalman is on the very top deck.

Charlie Simmons: Uh hum.

Mr. Carnes: That's where the signal bridge is. And that's where I was on Sunday morning, bright sunshine, and all of a sudden, the small mountain that was in front of us uh, a plane come over it, Japanese plane. Well, we didn't see

it, we didn't see any American plane. We four American planes in the entire time we were over there.

Charlie Simmons: Uhm!

Mr. Carnes: But anyway, this plane came over the mountain, and ... and it was ... we were lined up perfectly. And I looked at it and I said, "God, this is it!" But at the last minute, he curved, he veered off a little bit and he did not dive for us, he dived for the USS Whiting, and he didn't make a very good hit with them either. But the ... anyway ...

Charlie Simmons: Well ...

Mr. Carnes: ... when he dived ... when that plane came over that mountaintop, well then, of course, he dropped back down to just above sea level, you know? And of course, I was eighty-five foot above sea level on the ship I was on.

Charlie Simmons: Yeah.

Mr. Carnes: And it was, you know, eighty-five foot above the water. And as he veered off to the left, he was probably no longer ... no further than a ... a hundred yards away and at eye level.

Charlie Simmons: Whoa.

Mr. Carnes: And I could see ... and if I had known the pilot, I could have recognized him. And needless to say, I was a bit scared 'cause I was, you know, eighteen or nineteen. Forgot now how old I was.

Charlie Simmons: Yeah.

Mr. Carnes: I guess I was (unintelligible); had just turned nineteen. And I don't think I could figure out if ... of course, ships swing around the anchor, so they go with the tide. And our ship was a little bit crosswise of the tide. Why, it could be that way, I don't know.

Charlie Simmons: Yeah.

Mr. Carnes: But it was, and I assumed that the pilot decided that he had a better shot at a ... the length of the ship ...

Charlie Simmons: Yeah, the broadside. Yeah.

Mr. Carnes: And so, we did not get hit fortunately.

Charlie Simmons: Yeah.

Mr. Carnes: But we ... we were the number one target there for at least two months.

Charlie Simmons: Wow!

Mr. Carnes: Or more.

Charlie Simmons: Now how ... how far away from Okinawa was this harbor you were in?

Mr. Carnes: About twenty miles.

Charlie Simmons: Twenty miles. Yeah, and ... and what ... you were on a seaplane tender, uh, and what does a seaplane tender do?

Mr. Carnes: They ... we had I believe it was three squadrons of PBSs. It would be Martins; it was twin-engine, heavy-duty plane. They ... the tendered refuels, re-arms ...

Charlie Simmons: And they ... they landed, right, in the bay right next to your ... your ship then?

Mr. Carnes: Yeah.

Charlie Simmons: And then you re-supplied them from the ship?

Mr. Carnes: Yeah.

Charlie Simmons: Now, a PBM, is that a two-engine or a four-engine?

Mr. Carnes: Two.

Charlie Simmons: Two engine, and were the PBMs were they just scouting for enemy ships or were they ... or submarines or were they bombing Pearl Harbor, uh, I ... uh, Okinawa or ...

Mr. Carnes: My understanding was that they were not bombing Okinawa. My understanding was that uh, during the blockade of Japan, and this ... this was during the blockade of Japan ...

Charlie Simmons: Uh hum.

Mr. Carnes: ... the Third Fleet, I believe, had the ... 'cause it would have been the west side of Okinawa, and we had the area between uh, well, between Jap ... Japan and China, and they would fly a patrol there. And if they, if they ... saw a ship, enemy ship or any kind of a ... that looked like a threat, well, then they would notify, you know, the Navy or the Marines or whoever, and they'd come with heavier stuff and take care of it.

Charlie Simmons: Uh huh.

Mr. Carnes: They did not have the armament in order to do a whole lot. Now, they did, for a while, come and (unintelligible) they installed uh, torpedoes, I guess, on the PBMs, but I don't think it was too successful. They ... they ... they did not basically do torpedo, you know, running.

Charlie Simmons: Uh hum.

Mr. Carnes: If they run anything that looked like it was big enough to be a threat, uh, to the United States, well then, uh, they would radio the U.S. Third Fleet, and they'd send somebody around to take care of it.

Charlie Simmons: Yeah.

Mr. Carnes: And their ... that was their purpose during the entire Battle of Okinawa was to ... was to do that.

Charlie Simmons: Uh hum.

Mr. Carnes: So, they ... they were doing the sur ... surveying of the air in between Japan and ...

Charlie Simmons: Yeah.

Mr. Carnes: ... and China.

Charlie Simmons: So, you're just put ... patrolling the area looking for enemy in the area, okay. Okay, how many ... how many men would be aboard the ship? Was the crew size?

Mr. Carnes: Well, at, I think, at any given time, I mean, it was the ship's company, let's see, the crews of the air list – those that were flying at the moment, but I think a crew of those were like, (unintelligible) aircraft were something like ten or twelve. Uh, and we had three regular quadrant ... uh, squadrons attached too at the time, but ...

Charlie Simmons: Now, but then, now ... now not all of those planes would have been there at your ship at one time, would they? At ... just ...

Mr. Carnes: No.

Charlie Simmons: ... sort of ... they were ... were they based at a land base somewhere and it would ... they would just refuel or ... or re-supply at ... with your ship or how ... how did that work?

Mr. Carnes: (Unintelligible), both (unintelligible) would come back.

Charlie Simmons: So, they ... the ... so, they ... so they ... they were ... they were ... that was their locale? That was their ... their own base was there in the harbor with you guys?

Mr. Carnes: Yeah.

Charlie Simmons: So, how do they anchor the ships that ... to keep them ... uh, to keep them separated? I mean, they've got those big wings and the tails; it seems like it would be hard to ...

Mr. Carnes: Well, their ... they were very ... they were flying.

Charlie Simmons: Well, they had to land on the water though, right?

Mr. Carnes: (Unintelligible), well, when they got back to the ship.

Charlie Simmons: Yeah.

Mr. Carnes: Close to the ship. Well, this was a protected harbor, so it was not as rough as open sea.

Charlie Simmons: Yeah.

Mr. Carnes: (Unintelligible), in fact. And we did stuff for a typhoon. Now, that's, of course, a horse of a different story.

Charlie Simmons: Yeah.

Mr. Carnes: But it ... they ... well, we lost a few planes, and of course, of this ... because of the, you know, the anchorage problem, but ...

Charlie Simmons: Uh hum.

Mr. Carnes: ... either the takeoff or the landing was too rough, but we didn't lose very many. In fact, we even uh, even credited with saving one at open sea about ... our ... one of our airplanes was (unintelligible). And we went out in the open sea and rescued, but they would fly back. And generally, the harbor was such that it was ... was landable ...

Charlie Simmons: Uh hum.

Mr. Carnes: ... as far as the PBMs were concerned. They were ... they were not a (unintelligible) ...

Charlie Simmons: Well, they ...

Mr. Carnes: ... to give you an idea.

Charlie Simmons: So yeah, they were ... well, they're bigger than the PBY; is that ... is that right? And (cough) so you would be able to hoist them up on the deck of the ship to do work on the plane itself?

Mr. Carnes: Well, we had two huge cranes – one in mid-deck, and one at the rear. This is the one at the rear (showing photo) that hoisted. We could handle two planes at a time on deck. I mean, we could do the engine changes, you know, and repairs like that.

Charlie Simmons: Yeah.

Mr. Carnes: A complete overhaul of a plane, we could not do.

Charlie Simmons: Yeah. Now, you said you had three squadrons of ... of the PBMs. How many planes were in a squadron typically?

Mr. Carnes: I think about twelve to fifteen. I'm not ...

Charlie Simmons: So, you would have about thirty ... between thirty and forty ship ... uh, planes assigned to you?

Mr. Carnes: I think so. I, of course, I didn't have anything to do with the air ...

Charlie Simmons: Yeah.

Mr. Carnes: ... operations that was on the ship. So, I'm not very knowledgeable [about] the internals ... of what the air crews were ...

Charlie Simmons: Yeah.

Mr. Carnes: ... and, you know, what kind of service they did. This will show you the two cranes (showing photo).

Charlie Simmons: Okay (looking at photo). Yeah, and you were ... this is a big ship, too. What was it six hundred feet or so long, the Norton Sound?

Mr. Carnes: Five hundred and eighty foot.

Charlie Simmons: Five eighty?

Mr. Carnes: Fourteen thousand ton.

Charlie Simmons: And ...

Mr. Carnes: See there, they have two on deck ...

Charlie Simmons: Uh huh.

Mr. Carnes: ... planes on deck. There's one crane and there's the other crane. But the signal (unintelligible) is up there.

Charlie Simmons: So you ... so you were there for the Battle of Okinawa for about three months, is that right?

Mr. Carnes: Till the war ... until the war ended.

Charlie Simmons: Till the end of the war?

Mr. Carnes: We were moved to ... the battle to Okinawa proper, oh, sometime uh, about ... till mid-July of 1944, and we were on ... we were on a ship, but we had ... they had moved us to a bay called Shimawan (sp?) Bay that was just down from Buckner Bay which was the most famous bay, and that's where the Navy and, I mean, uh, the ... primarily the crews and ... and we were the day the war ended. Actually, the day the war stopped on August the 14th; it officially ended on ... on September 15.

Charlie Simmons: Yeah, but ... hostility ceased on the 14th of August then.

Mr. Carnes: Right.

Charlie Simmons: Now ... so, what ... did you go ashore on Okinawa at all?

Mr. Carnes: Uh no.

Charlie Simmons: Okay, they kept you on the ship?

Mr. Carnes: (Unintelligible).

Charlie Simmons: Yeah, they were probably still some hold-outs up there on the north end of the island. There were a lot a ... lot of mountainous territory up there with the ...

Mr. Carnes: Well, we had a group of men from one of the ships that went over, I guess, for their ... (unintelligible) of beer or whatever ... whatever was going over, but never actually ... they went to the wrong little island, and they were captured.

Charlie Simmons: Really?!

Mr. Carnes: And so, we sent our battle crew, I mean, the ship had ... they had trained personnel to ... and so they went and took and captured them back. And the ... only one person was killed, and of course, it was the commander.

Charlie Simmons: Uhm!

Mr. Carnes: And so, we ... we actually had, you know, we ... we had some prisoners of war voluntarily.

Charlie Simmons: Huh!

Mr. Carnes: But that's just my ...

Charlie Simmons: (Unintelligible).

Mr. Carnes: ... anything that was norm.

Charlie Simmons: Yeah. How did you hear about the end of the ... of the war? That ... do ... do you remember anything about when they said, "Well, the ... there's no ... there's no more shooting."

Mr. Carnes: Yeah, I mean, it ... it ... quickly ... I mean, the information quickly spreads on the ships.

Charlie Simmons: Yeah.

Mr. Carnes: And of course, the captain or the ... or the commanding officer whichever one announced, you know, to cease all hostility, so we were not to fire any guns or anything after August 14, and we didn't and they didn't. Who ... whoever made the decision for Japan, well, then they held up their part of the bargain.

Charlie Simmons: Uh hum.

Mr. Carnes: And that's kind of ... kind of how it ended. I mean, it started off with a terrible bang (cough), but it helped end it ... kind of in a quiet ...

Charlie Simmons: Yeah.

Mr. Carnes: ... you know ...

Charlie Simmons: Yeah. Well, if you don't count the two atomic bomb blasts (laughter), it was ... it was pretty noisy there.

Mr. Carnes: And of course, by that time ...

Charlie Simmons: Yeah.

Mr. Carnes: ... as of about August 1st when they or shortly thereafter, the Navy, ours and the Marines had so obliterated the Japanese capability to fight. See, that's the only thing they had left was kamikaze.

Charlie Simmons: Yeah.

Mr. Carnes: And as soon as the kamikazes quit flying, well then, we knew that, you now, there was something going on.

Charlie Simmons: Yeah.

Mr. Carnes: This was how they did it.

Charlie Simmons: So, what ... where ... where did you go after you ... or how long did you stay in Okinawa after that?

Mr. Carnes: Well, we had at that ... we became ... we were assigned to Okinawa for quite a while and ... on so called occupation duty. So, we went two and from Okinawa two or three times. We went from Okinawa to Japan, and Japan we ...

Charlie Simmons: Now did ... where ... where did you ... did you come into the har ... a harbor in Japan?

Mr. Carnes: Yeah, we came into three harbors in Japan. We went to Sasebo, Japan, but no one got off the ship, they were not permitted. And then ... then we went to uh, (unintelligible), went to ...

Charlie Simmons: Well, Yokosuka was a big naval base up in Tokyo Bay.

Mr. Carnes: Well, we, yes, that's what I was trying to think of. We went to ... from Sasebo we came back to Pearl Harbor and then we went back to Japan, and this time we went to uh, (pause) I guess we went to (pause) we were assigned, more or less, to the naval base at Yokohama. However, for the most part, we were not really doing anything as far as I could tell. I mean, they were ...

Charlie Simmons: Well, what ... what was the reason for you going back to Japan after you'd come back to Pearl ... uh, back to Hawaii?

Mr. Carnes: Well, they were to, as far as I know, was to see that they were disarming themselves. I mean, we went to see the ... the biggest, largest naval base in Japan, as far as I know, at Yokohama.

Charlie Simmons: Yeah.

Mr. Carnes: Which is just adjacent to ... to Tokyo.

Charlie Simmons: Yeah.

Mr. Carnes: And, as far as I know, they ... the reason for going back was ... was to determine that they were fulfilling their ...

Charlie Simmons: Just to monitor the Japanese behavior for ... after the ...

Mr. Carnes: (Unintelligible).

Charlie Simmons: ... after the ... the truce. Okay.

Mr. Carnes: Now we ... we were sent to China, and we went to ... to Sasebo, China.

Charlie Simmons: Were you able ... able to get off the ... the ship at any of those places?

Mr. Carnes: Yeah, we were able to get off at ... at uh, (pause) we were able to go to ... off the ship when we so-called ... was assigned to Yokohama. And we able to get off at ... at, well, we could see Sasebo. And we went to Japan.

Charlie Simmons: Uh hum.

Mr. Carnes: Fact, I have a picture of me that was taken in Japan, and the picture is of me in front of the, I guess it was in front of the emperor's palace; I'm not sure.

Charlie Simmons: So, you went to Tokyo then? Uh, to ... up into the city of Tokyo?

Mr. Carnes: Oh yeah, yeah. Yeah, it's not that far.

Charlie Simmons: Yeah.

Mr. Carnes: They had streetcars essentially there.

Charlie Simmons: Yeah.

Mr. Carnes: (Cough), and then we were able to get off at Hong Kong. Uh, but now, by and large, there wasn't much for us to see or enjoy.

Charlie Simmons: Yeah.

Mr. Carnes: I mean, this was just immediately right after the war, so it was a matter of what was available ...

Charlie Simmons: Yeah.

Mr. Carnes: ... to see or do, you know? We went to (pause) to (pause), I've forgotten what the name of the place is; they also make beer, uh ...

Charlie Simmons: Sup ... uh, it was Sapporo ...

Mr. Carnes: (Unintelligible).

Charlie Simmons: Uh, yeah, well I can't ... can't think of any other Japanese beers in ... so, but anyhow you ...

Mr. Carnes: (Unintelligible) beer ...

Charlie Simmons: ... do ... do ... you were able ... you were able to get off and see some of the ... some of these ... was there quite a bit of damage from the bombs, you know, American bombing there?

Mr. Carnes: Well, we could see, you know, we could see (unintelligible) from a lack of, I don't know, it's not really a train; it was more of a streetcar.

Charlie Simmons: Yeah, yeah.

Mr. Carnes: You could see a little bit from that, but that's about all.

Charlie Simmons: Yeah.

Mr. Carnes: But it was just ... uh, Yokohama was just ... was nothing.

Charlie Simmons: Well, it must have been a pretty big target for the American bombings.

Mr. Carnes: Oh, it was!

Charlie Simmons: So, they must have pretty much wiped it out.

Mr. Carnes: Yokohama just ... just was obliterated.

Charlie Simmons: Yeah.

Mr. Carnes: And they were, you know, all it was was steel stacked up.

Charlie Simmons: Yeah.

Mr. Carnes: Where it'd been bombed, and less so Sasebo, that's right, less so there. But they did not (unintelligible) the United States touched uh, Hong Kong. I don't think they were bombed there at all.

Charlie Simmons: Uhm.

Mr. Carnes: And I don't think they'd burn up like that.

Charlie Simmons: Yeah. Well, were you then ... how long were you in Japan aft ... dur ... during that second ... second trip? Just a few months or was it quite a while?

Mr. Carnes: Oh, it was really some time uh, that was probably more near five months.

Charlie Simmons: Okay. And then ... and then what? Back to the U.S.?

Mr. Carnes: Yeah, we went to ... from Japan, I mean, Yokohama at least four or five times to ...

Charlie Simmons: Uh hum.

Mr. Carnes: ... Japan or ... or uh, you know ...

Charlie Simmons: To other ports in Japan or ... or to China, is it?

Mr. Carnes: Yeah.

Charlie Simmons: Yeah.

Mr. Carnes: And ...

Charlie Simmons: So, you finally got back to the U.S. to stay and what ... what period of time?

Mr. Carnes: Well, it was in June of 1945.

Charlie Simmons: Of '46, alright.

Mr. Carnes: Late '46.

Charlie Simmons: Yeah.

Mr. Carnes: They ... they ...

Charlie Simmons: Now, in the meantime ...

Mr. Carnes: ... the ships ...

Charlie Simmons: ... had ... had any of your shipmates been released from active duty so they could go home?

Mr. Carnes: Yeah, about ninety-five percent of them.

Charlie Simmons: Yeah.

Mr. Carnes: 'Cause I was only nineteen, so ...

Charlie Simmons: Yeah.

Mr. Carnes: ... they wasn't interested in releasing me early.

Charlie Simmons: Yeah.

Mr. Carnes: 'Cause one of the last released. The ship I was on, the Norton Sound had been assigned ... had been assigned to Admiral Perry's trip to the North Pole following the war. I don't know what they was planning on doing at the North Pole or not, but that's all, but they were assigned. So, we came back ... we came back to Pearl across that Panama anchorage and across the patio, uh, canal and came back to Norfolk.

Charlie Simmons: Okay. So, you got to transit the Panama Canal, and saw a little bit more of the tropics than you had seen, and ...

Mr. Carnes: Not really. You know, we were ... we were about ... over there as sightseers.

Charlie Simmons: Well yeah.

Mr. Carnes: So really, we didn't see anything that the typical person would ...

Charlie Simmons: Yeah.

Mr. Carnes: ... see of that nature. I mean, we ... (unintelligible) ... go ashore about ... my wife had a sister that lived in Norfolk. I went and had dinner with them, but I didn't see anything 'cause I went at night. You know, we went to a restaurant and had dinner.

Charlie Simmons: Yeah.

Mr. Carnes: I left the next day. So, I didn't really see anything in Norfolk.

Charlie Simmons: When your ship was ... was there, now ... well now, when did you get married?

Mr. Carnes: In 1947.

Charlie Simmons: Okay. So, that was after you got back to Norfolk, you were assigned ... so, you stayed on the ship there in Norfolk for a while? Or how ... how did you meet your wife?

Mr. Carnes: We both worked for a company called Petro (unintelligible) Company. I had worked for them before the war. She hadn't worked them for several years, and when I went back, I did not have any call to for a job ... 'cause I ... I'd been a messenger boy and this kind of stuff.

Charlie Simmons: Yeah. Okay, and ... and I'm sorry, I ... I've got us a little bit ahead. Now, I haven't ... you ... you haven't gotten out of the Navy yet for the story we're telling here. So, you got back to Norfolk on the ship, and then what happened to you after that and when were you discharged from that point?

Mr. Carnes: In (pause) June.

Charlie Simmons: Okay, in June you were ... you were discharged? You were ...

Mr. Carnes: Yeah.

Charlie Simmons: ... released from the ship in ... in June of '45 at Norfolk?

Mr. Carnes: No. Norman, Oklahoma.

Charlie Simmons: Norman, Oklahoma. And so, you came back to Dallas?

Mr. Carnes: Yes.

Charlie Simmons: From that point and then would you take up the story there then?

Mr. Carnes: Well, I ... I was looking for a job needless to say; I was still only nineteen at the time, and I (pause) tried to ... to ... out this job as a craftsman. But I didn't ... that wasn't my cup of tea. So, I decided to try the railroad; I worked for them as a messenger boy during the war before I went in. So, I went down there and applied and they said, "Yes, we have a job as a ... as a (pause) uh, oh, let's see, a predecessor to the ... to the uh, copy machine, very much a predecessor to the copy machines.

Charlie Simmons: Mimeograph is ...

Mr. Carnes: Huh?

Charlie Simmons: Like a mimeograph machine?

Mr. Carnes: It preceded that (unintelligible).

Charlie Simmons: Oh.

Mr. Carnes: A long way. Uh, it's a great big machine that was geletal (?); had a roller of geletal, and the typist would use a special ...

Charlie Simmons: I've ...

Mr. Carnes: ... kind of type.

Charlie Simmons: ... I've ...

Mr. Carnes: And they'd lay it down and then they'd get (unintelligible) and then you could make about eight or nine copies.

Charlie Simmons: It was pur ... seemed like it was ... it was like blue or purple ink?

Mr. Carnes: And when they said they had a copy, they had a job of that which is a ... just an entry job. So, I said, "Okay." Well, they assigned my wife to teach me how to operate that machine. She had been there four or five years. And so, when I started back to work, well then, she started to teach me this. Well, that didn't take very long to teach me, and they transferred me into the accounting down floor three or something and ... and we (pause) I had not had any dates period, ever, 'cause bear in mind, I went in four days past seventeenth birthday.

Mr. Carnes: And when I came back, well then, uh, I had ... we both had friends that worked for the railroad, and she was getting married, and we both ... my wife and ... and me were friends of hers, and we were invited to her house for a wedding reception, her, not a reception, for uh, trial or run through, you know.

Mr. Carnes: And we both went. I didn't ... I just knew her at work that's all. And when we got out ... I had a date that night that I told the girl that I had a date, and she said, "That's okay, bring the date," and I did. Well, when we got ready to leave, well then, I knew that ... that my wife to be did not have a car, admittedly she didn't have any way to, you know, so I asked her if she

wanted to ride with me, that I'd be glad to drop her off, and she said yes. And so, when the ... the test was over, when the thing was over, well then, we went ... and gasoline was pretty expensive at that time, and I took my date home first which was a bad mistake but I did and anyway, I took her home and just as ... customary at the time, I guess, I asked if I could kiss her, and she said yes, and I did. And I said goodbye, and she turned opened the door to leave and I turned to leave and walk down the steps to leave, and for some reason or another unknown to me at the time, as I was stepping off the last step, I turned around, and I said, "Would you like to go out with me tomorrow night?" She thought for a minute and then she said, "Well, okay." We've been going together ever since.

Charlie Simmons: Yeah, didn't take you long to find out, first time you saw her. Well, that's a nice story, and how many ... how many children did you have?

Mr. Carnes: Two.

Charlie Simmons: You got two children? And ...

Mr. Carnes: Both boys.

Charlie Simmons: ... and you were married, and she passed away the 1st of April last year, and how many years had you been married?

Mr. Carnes: Uh, over seventy-three.

Charlie Simmons: So, over seventy-three. Well, that's a ... that's a nice story, it's a real nice story. Well, I think we'd better ... that's a pretty good point to shut our story down here I believe. So, I want to thank you very much for a very interesting tale, and we will close this off now at ... at the end of your ... we're going on fifty-eight minutes. We've got quite ... quite a bit done, so thank you very much, sir.

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