

THE NATIONAL MUSEUM OF THE PACIFIC WAR

THE NIMITZ MUSEUM

PRESENTS

AN ORAL HISTORY BY

CHARLES K. HERNDON

TAPE NO. 367

MY NAME IS JERRY WOODARD AND TODAY IS DECEMBER 6, 2001. I HAVE THE PLEASURE IF INTERVIEWING MR. CHARLES K. HERNDON, AND HE PREFERS TO GO BY CHUCK.

THIS INTERVIEW IS TAKING PLACE AT THE BETHANY LUTHERAN CHURCH IN FREDERICKSBURG, TEXAS. THIS INTERVIEW IS IN SUPPORT OF THE CENTER FOR PACIFIC WAR STUDIES, THE ARCHIVES FOR THE NATIONAL MUSEUM OF THE PACIFIC WAR, TEXAS PARKS AND WILDLIFE FOR THE PRESERVATION OF HISTORICAL INFORMATION RELATED TO THIS SITE.

JERRY

CHUCK, CAN YOU TELL ME WHERE YOU WERE BORN?

CHUCK

I WAS BORN AND RAISED IN CHANUTE, KANSAS, WHICH IS IN THE SOUTH EASTERN CORNER OF THE STATE. I GRADUATED FROM HIGH SCHOOL IN MAY 1939.

JERRY

CAN YOU TELL ME A LITTLE BIT ABOUT YOUR HOME TOWN; HOW LARGE IT WAS? AND TELL US ABOUT YOUR PARENTS AND SIBLINGS.

CHUCK

CHANUTE WAS THE LARGEST TOWN IN NEOSHO COUNTY, WHICH IS IN SOUTHEAST KANSAS. I AM FROM A RATHER LARGE FAMILY. I HAVE, OR AT ONE TIME HAD 5 BROTHERS AND 3 SISTERS. CURRENTLY THE FAMILY IS DOWN TO 2 BROTHERS AND 2 SISTERS BESIDES MYSELF AND FAMILY. MY FATHER WAS KIND OF A JACK OF ALL TRADES. HE WORKED AT A GASOLINE REFINERY, WHICH WAS VERY CLOSE TO MY HOME TOWN. I REMEMBER THAT HE WALKED TO AND FROM WORK. AFTER HE PUT IN 8 OR 10 HOURS A DAY ON HIS JOB AT THE OIL REFINERY, HE CAME HOME AND THEN DID THE FARM WORK THAT WAS LEFT UNDONE BY MYSELF AND SOME OF MY SIBLINGS. CHANUTE WAS A TOWN OF ABOUT 10,000 PEOPLE BACK IN 1939. I HAVE BEEN GONE FROM THERE SINCE AUGUST OF 1939 SO I CAN'T TELL YOU TOO MUCH ABOUT WHAT HAS HAPPENED TO THE CITY SINCE THEN.

JERRY

WHAT KIND OF A FARM WAS IT?

CHUCK

A VERY SMALL FARM. ACTUALLY, IT WAS NOT A FARM. WE WERE OUT IN THE COUNTRY AS OPPOSED TO LIVING INSIDE THE CITY LIMITS. WE ALWAYS HAD MILK COWS AND CHICKENS AND USUALLY A HORSE OR TWO, AND PIGS AND A LARGE TRUCK GARDEN, WITH POTATOES,

PEAS, CORN AND THAT SORT OF THING. I REMEMBER THAT MY MOTHER IN ORDER TO GET THE FAMILY THROUGH WINTERS AND THE LONG PERIODS OF LOW INCOME, SHE WOULD CAN ALL SORTS OF VEGETABLES, EVEN CHICKEN. WE HAD LOTS OF CHICKENS AND EGGS AND OF COURSE WE HAD MILK COWS, AND HAD BUTTER AND THAT SORT OF THING.

JERRY

WERE YOU KNOWLEDGEABLE OF WHAT WAS TAKING PLACE WITH THE JAPANESE AND THE GERMANS BACK IN 1938 AND 1929?

CHUCK

ABSOLUTELY NOT. AT THE TIME I JOINED THE NAVY, I HAD NO CLUE AS TO WHETHER WE WOULD EVER BE IN A WAR OR ANYTHING LIKE THAT. AS A MATTER OF FACT, I DID NOT ANTICIPATE THAT AT ALL. MY REASONING FOR WANTING TO JOIN THE NAVY WAS AT THAT PARTICULAR TIME I HAD THREE OLDER BROTHERS THAT WERE IN THE NAVY. SUBSEQUENT TO MY JOINING THE NAVY I HAD A FOURTH BROTHER THAT JOINED THE NAVY. AT ONE TIME, THERE WERE FIVE OF US, FROM ONE FAMILY, IN THE NAVY. IT SEEMED LIKE IT NATURAL THAT I SHOULD VOLUNTEER TO GO INTO THE NAVY IN 1939. AS IT WORKED OUT, I DID NOT MAKE IT UNTIL JANUARY OF 1940. HOWEVER, THE INCLINATION TO GO TO THE NAVY WAS ALWAYS THERE BECAUSE FROM THE TIME MY OLDEST BROTHER JOINED THE NAVY IN 1936, WE WERE KIND OF A NAVY FAMILY.

JERRY

IT CERTAINLY SOUNDS LIKE IT. WHEN YOU JOINED, WHERE DID YOU GO THEN?

CHUCK

IT WORKED OUT I WAS ALL SIGNED UP, READY TO GO INTO THE NAVY IN JUNE OF 1939 AFTER I GRADUATED FROM HIGH SCHOOL, HOWEVER AS I RECALL, I HAD TO GO TO THE RECRUITING STATION IN JOPLIN, MISSOURI, WHICH WAS A HUNDRED AND TEN MILES SOUTHEAST OF CHANUTE. AT THAT PARTICULAR TIME FOR ONE REASON OR ANOTHER I FLUNKED THE PHYSICAL EXAMINATION. AT THAT PARTICULAR PERIOD OF TIME THE NAVY HAD A POLICY OF WHAT THEY CALLED A MINORITY CRUISE OR MINORITY ENLISTMENT, WHICH ANY ONE WHO WAS LESS THAN 18 YEARS OF AGE NECESSARILY HAD TO ENLIST ON. THAT WAS WHAT I WAS ORIGINALLY SCHEDULED TO GO IN ON A MINORITY ENLISTMENT. BEING AS I DID NOT PASS THE PHYSICAL EXAMINATION, THEN I DELAYED ENTRY UNTIL JANUARY OF 1939 AT WHICH TIME I WAS 18 YEARS OF AGE. THEY HAD STOPPED THE MINORITY ENLISTMENTS. I HAD TO SIGN UP FOR A FULL 6 YEARS, WHICH I THOUGHT, WAS AN AWFUL LONG TIME. AS IT WORKED OUT, IT COINCIDED VERY MUCH WITH THE WAR EFFORT. IT DIDN'T MAKE ANY DIFFERENCE.

JERRY

IN JANUARY '40, WHERE DID THEY SEND YOU?

CHUCK

AT THAT TIME I HAD GONE IN AUGUST OF 1939 I WENT FROM CHANUTE TO LIVE WITH AN AUNT AND AN UNCLE IN VAN NUYS, CALIFORNIA, WHICH IS IN THE SAN FERNANDO VALLEY, JUST OUTSIDE OF LOS ANGELES. AT THE TIME THEY ACTUALLY CALLED ME THEN, WAS ON JANUARY 10, 1940. I CAN'T RECALL EXACTLY WHAT TRANSPIRED BUT I DO KNOW THAT I ENDED UP AT THE NAVAL TRAINING STATION IN SAN DIEGO FOR RECRUIT TRAINING. I WAS THERE FOR THREE MONTHS COMPLETING THE RECRUIT TRAINING PROGRAM WE WENT THROUGH. IN APRIL I WAS SHIPPED TO HONOLULU TO JOIN THE *USS SAN FRANCISCO*, WHICH WAS AT THAT TIME PART OF THE PACIFIC FLEET BASED IN HONOLULU.

JERRY

SO NOW WE ARE IN APRIL 1940 ON THE *USS SAN FRANCISCO*. WHAT WAS YOUR MEMORY OF THE FIRST TIME OUT ON THE *SAN FRANCISCO*?

CHUCK

I DON'T KNOW THAT I HAVE ANY CLEAR MEMORY OF EXACTLY WHAT HAPPENED. I DO KNOW THAT I WAS ASSIGNED TO THE 4TH DECK DIVISION, WHICH WAS A DIVISION THAT MAINTAINED THE TOP PART OF THE SHIP AS OPPOSED TO OIL DECKS AND THE ENGINE ROOM THE 4TH DIVISION WAS ONE OF THE LARGER DIVISIONS, I THINK. I REMEMBER SCRUBBING THE DECKS AND SERVING AS A MESS COOK AND THAT SORT OF THING.

JERRY

THE *SAN FRANCISCO* WAS HEAVY CRUISER, RIGHT?

CHUCK

YES

JERRY

HOW MANY PERSONNEL ON IT?

CHUCK

I THINK DURING PEACE TIME, THERE WERE USUALLY SOMEWHERE AROUND 600, MAYBE 650. WHEN WE STARTED GEARING UP FOR THE WAR WE STARTED GETTING MORE AND MORE

PEOPLE AND OF COURSE THEY INSTALLED MORE BUNKS IN THE BERTHING AREAS AND OBVIOUSLY THE HIP ITSELF DID NOT GROW, BUT THEY MADE SPACE FOR THE ADDITIONAL PEOPLE. I THINK PROBABLY WE HAD MAYBE 900 PEOPLE ALL TOGETHER AT THAT TIME.

JERRY

IT CARRIED A SIZABLE CREW. A HEAVY CRUISER CARRIES SOME PRETTY SIZABLE GUNS, BUT NOT AS BIG AS A BATTLESHIP.

CHUCK

CORRECT. OUR ARMAMENT WAS ---- THE MAIN BATTERY WAS 9 EIGHT INCH GUNS, TO GIVE A PERSON KIND OF A PERSPECTIVE, THE MAIN BATTERY HAD, AS I SAID, EIGHT INCH GUNS AND THE PROJECTILE THAT THEY FIRED WAS IN THE VICINITY OF 275 POUNDS AND HAD A RANGE OF I SUSPECT PROBABLY 7, 8, OR 10 MILES. I DON'T REALLY KNOW. I NEVER DID GET INTO THE GUNNERY PART OF THE VESSEL, SO I REALLY CAN'T TELL. I DO KNOW THAT THE CHARGE, THE POWDER CHARGE TO LAUNCH THESE PROJECTILES WAS TWO 90-POUND BAGS OF BLACK POWDER OR WHATEVER THEY USED. THEY WERE RATHER LARGE GUNS. MADE A LOT OF NOISE; I'LL TELL YOU THAT. LATER ON IN THE WAR, WE DID LOTS OF BOMBARDMENT ON THE BEACHES AND THAT SORT OF THING. OUR SECONDARY ARMAMENT WAS FIVE-INCH GUNS. WE HAD AT THAT TIME WE HAD 8 FIVE-INCH GUNS, FOUR ON EACH SIDE PLUS SEVERAL OTHER. WE HAD SOME THREE INCH GUNS AND SOME 40mm, 20mm.

JERRY

THE TRAINING YOU HAD IN SAN DIEGO WAS IN COMMUNICATIONS, TELEPHONE?

CHUCK

THE BASIC TRAINING WAS ON SMALL ARMS. WE DID A LOT OF MARCHING IN WHAT WE CALLED THE COMPOUND AT THE NAVAL TRAINING STATION; A LOT OF PHYSICAL EXERCISE, CONDITIONING I GUESS.

JERRY

WHAT WERE YOUR DUTIES THEN WHEN YOU GOT ON BOARD THE *SAN FRANCISCO*?

CHUCK

I THINK THAT I REMEMBER PROBABLY SCRUBBING THE DECKS AND CHIPPING PAINT MORE THAN ANYTHING ELSE. A VERY SHORT TIME AFTER I WENT ABOARD THE *USS SAN FRANCISCO* THE SHIP WENT INTO THE BREMERTON NAVY YARD FOR SOME KIND OF MODERNIZATION OR WHATEVER. I VERY DISTINCTLY REMEMBER CHIPPING THE PAINT OUT OF

THE SCUPPERS BUT IT WAS ACTUALLY THE WATERWAYS ON THE SIDES OF THE SHIP. AFTER THE DECKS OF THE SHIP WERE SCRUBBED DOWN, WE WOULD HOSE THEM DOWN WITH SALT WATER AND THE WATER WOULD GO INTO THE SCUPPERS AND OUT OVER THE SIDE OF THE SHIP. AFTER THE MAINTENANCE IN DRY DOCK REPAIR AREA.

JERRY

WHEN WAS IT DONE AND COMPLETED?

CHUCK

IT WAS IN SEPTEMBER 1940 WHEN THE REPAIRS THAT WE WERE IN FOR, OR MODERNIZATION OR WHATEVER. I CAN'T TELL YOU JUST EXACTLY WHAT WE WERE IN FOR BECAUSE I WAS REALLY NEW IN THE NAVY AT THAT TIME. I DIDN'T HAVE ANY KNOWLEDGE HARDLY OF WHAT THEY WERE DOING, EXCEPT FOR THE FACT THAT WE DID A LOT OF CHIPPING AND PAINTING.

JERRY

DID YOU GO TO SEA THEN?

CHUCK

IN SEPTEMBER WHEN WE WENT BACK TO HONOLULU, WHICH WAS HOME BASE FOR THE PACIFIC FLEET AT THAT TIME.

JERRY

SO YOU WOULD HAVE GOTTEN BACK TO HONOLULU IN YET----?

CHUCK

IN SEPTEMBER OF 1940.

JERRY

BETWEEN THE TIME OF SEPTEMBER 1940 AND THE INFAMOUS DATE OF DECEMBER 7, 1941. WHAT TOOK PLACE ON THE *SAN FRANCISCO*?

CHUCK

AS I RECALL, WE HAD A LONG PERIOD OF GOING TO SEA FOR TARGET PRACTICE, FOR MANEUVERING PRACTICE, FOR WHATEVER PURPOSE IS I SUPPOSE FOR THE OFFICERS TO WORK THEMSELVES INTO A ROUTINE. THE *SAN FRANCISCO* AT VARIOUS TIMES SERVED AS A FLAGSHIP FOR AN ADMIRAL SO IN ADDITION TO THE REGULAR SHIP'S COMPANY WE WOULD HAVE AN

ADMIRAL AND HIS STAFF ABOARD. THIS WAS JUST ANOTHER ONE OF THOSE THINGS THAT CAUSED CONSTANT TURMOIL AS FAR AS BERTHING ARRANGEMENTS AND THAT SORT OF THING. LIKE I SAY, THERE WAS NO ADDITIONAL SPACE. WE JUST HAD TO SQUEEZE IN.

JERRY

YOU HAD TO KEEP AN ESPECIALLY NEAT SHIP THEN. DID YOUR DUTIES THEN START FORMULATING?

CHUCK

I SUSPECT PROBABLY THE LATER PART OF 1940 OR EARLY 1941. SOME WAY OR ANOTHER I THOUGHT THAT I WOULD BETTER MYSELF BY GETTING OUT OF THE DECK DIVISION, WHICH WAS JUST ROUTINE MAINTENANCE WORK FOR THE SHIP AND GET IN A LEARNING PROGRAM. ABOUT THAT TIME I GOT INTO VISUAL COMMUNICATIONS. MY WORK STATION, BATTLE STATION, WAS ON THE SIGNAL BRIDGE, WHICH IS ONE OF THE HIGHER DECKS IN THE SUPERSTRUCTURE.

VISUAL COMMUNICATIONS JUST FOR A LITTLE BIT FURTHER EXPLANATION WOULD BE---
-- WE HAD A SYSTEM OF FLAGS WHICH IN CONJUNCTION TOGETHER, 3, 4, 5 FLAGS HOISTED ON A YARDARM OR HALYARD WOULD MEAN TURN RIGHT OR REVERSE COURSE OR MAN YOUR BATTLE STATIONS. I HAVE NO IDEA HOW MANY DIFFERENT COMMANDS THAT THEY WOULD REPRESENT. THE ADMIRAL, IF HE WERE ABOARD THE *SAN FRANCISCO* HE WOULD HAVE A SIGNAL PUT UP ON THE YARDARM. I NOTICE RIGHT DOWN THE STREET HERE, YOU HAVE A SIGNAL YARDARM ON THE OUTSIDE, WHICH BROUGHT BACK A LOT OF MEMORIES TO ME. THE ADMIRAL WOULD HOIST A CERTAIN COMBINATION OF FLAGS WHICH WOULD MEAN AS I SAY, COMMENCE FIRING OR TURN RIGHT, TURN LEFT, REVERSE COURSES, WHATEVER. THIS WAS ONE OF MY FIRST EXPERIENCES ON THE SIGNAL BRIDGE.

JERRY

CAN YOU RECALL SOME OF THE ADMIRALS?

CHUCK

THE ONE THAT I RECALL VERY VIVIDLY WAS ADMIRAL DANIEL J. CALLAGHAN WHO AT THE TIME THE WAR STARTED WAS CHIEF OF STAFF FOR PRESIDENT ROOSEVELT. HIS STATION AT THAT PARTICULAR TIME WAS IN WASHINGTON D.C. OF COURSE. AFTERWARDS, HE WAS MADE AN ADMIRAL. MAYBE I SHOULD GO BACK A LITTLE BIT FURTHER. HE WAS CAPTAIN CALLGHAN, A FOUR STRIPER. AT ONE TIME HE WAS THE COMMANDING OFFICER OF THE *USS SAN FRANCISCO* AND THEN HE GOT TRANSFERRED. WHEN HE MADE ADMIRAL, HE WENT TO SOME OTHER SHIP. EVENTUALLY, HE CAME BACK ABOARD THE *SAN FRANCISCO* AND WAS THE COMMANDING

OFFICER OF A TASK FORCE, WHICH WAS INVOLVED IN THE BATTLE OF GUADALCANAL WITH THE JAPANESE SURFACE FORCES AT WHICH TIME ADM. CALLAGHAN WAS KILLED. HE WAS KILLED VERY CLOSE TO WHERE I WAS STATIONED, MAYBE AS FAR AS THREE TABLE LENGTHS AWAY.

JERRY

LET'S GO BACK TO '41. WE'VE HEARD, LIKE ON DECEMBER 6TH THAT WAS SOME BAND COMPETITION, NAVY BAND COMPETITION. DO YOU RECALL THAT OR REMEMBER THAT TAKING PLACE?

CHUCK

I VAGUELY RECALL THAT THERE WAS SOMETHING ABOUT THE BAND ACTIVITY BUT NOT BEING INVOLVED IN THE BAND, I DON'T ACTUALLY RECALL ANYTHING ABOUT THAT PARTICULAR THING.

JERRY

I THINK THIS EVENING WE ARE GOING TO LISTEN TO SOME OF THOSE BAND TUNES. UPI WERE ON BOARD THE NEXT MORNING?

CHUCK

THE NEXT MORNING I RATED LIBERTY AND I WAS WAITING TO GO ASHORE AFTER LIBERTY CALL, WHICH ALWAYS FOLLOWED THE RAISING OF THE FLAG CEREMONY AT 8:00 AM. FIVE MINUTES LATER THERE WOULD BE LIBERTY CALL AND I WAS ALL SET TO GO ASHORE TO THE ALAOI (SP???) COUNTRY CLUB GOLF COURSE WHERE I HAD MY GOLF CLUBS AND I WAS GOING TO PLAY GOLF.

JERRY

AND, WHAT HAPPENED.?

CHUCK

I DIDN'T MAKE IT.

JERRY

WHAT ARE YOUR RECOLLECTIONS OF 8 O' CLOCK?

CHUCK

I WAS ON THE SIGNAL BRIDGE WITH THE REST OF THE SIGNAL GANG THAT WERE AROUND. OF COURSE, THIS BEING SUNDAY MORNING, A LOT OF THE GUYS WERE SLEEPING IN AND HAD THE PRIVILEGE OF SLEEPING UNTIL 8 O'CLOCK OR LATER IF WE SO DESIRED. HOWEVER, SINCE I RATED LIBERTY I WAS UP ON THE SIGNAL BRIDGE WAITING AS I SAY, FOR LIBERTY CALL, AND SHOOTING THE BREEZE I SUPPOSE, WITH THE OTHER SIGNAL GANG MEMBERS. I OBSERVED THIS FLIGHT OF AIRPLANES COMING IN. I YOU NOTICE THE *SAN FRANCISCO*'S LOCATION IN THE NAVY YARD.

JERRY

WE ARE LOOKING AT A MAP THAT THE PACIFIC WAR MUSEUM HAS PUT OUT TO US HERE. HE IS POINTING TO EXACTLY WHERE IT IS LOCATED.

CHUCK

THE *SAN FRANCISCO* ALONGSIDE THE PIER IN THE NAVY YARD FOR WHAT WE CALLED A ROUTINE OVERHAUL, WHICH MEANT THAT THE MAIN ENGINES WERE TORN DOWN TO BE REBUILT. IN THE PROCESS, OF COURSE ALL THE EXPLOSIVE OR FLAMMABLE MATERIAL WAS REMOVED FROM THE SHIP. WE WERE REALLY SITTING DUCKS. WE HAD ABSOLUTELY NO WAY OF GETTING UNDERWAY, NO WAY TO FIGHT BACK OR ANYTHING LIKE THAT. WE WERE FLAT-FOOTED.

JERRY

WERE THE PLANES COMING IN AT YOU?

CHUCK

I SAW THIS FLIGHT OF AIRPLANES COMING IN. OF COURSE, SO DID THE OTHER GUYS BUT WE HAD ABSOLUTELY NO KNOWLEDGE OF ANYTHING BEING AFOOT. THERE WAS NOTHING THAT WE COULD HAVE DONE ANYWAY HAD WE KNOWN WHAT WAS HAPPENING. LOOKING FROM THE *SAN FRANCISCO* ACROSS THE NAVAL AIR STATION ON FORD ISLAND, OVER TO THE MOUNTAIN RANGE WHICH WOULD HAVE BEEN ACTUALLY A NORTHWESTERLY DIRECTION FROM THE *SAN FRANCISCO* WAS IN PEARL HARBOR, I SAW THE FLIGHT OF AIRPLANES COMING AND THEY MEANT ABSOLUTELY NOTHING. THE PLANES JUST KEPT APPROACHING AND AS THEY CAME DOWN ACROSS FORD ISLAND I SAW THEM GOING INTO THEIR DIVES AND THEN THE BOMBS STARTED GOING OFF. THE PLANES LEVELED OFF, CAME BACK AND LEVELED OFF AND SOME OF THEM FLEW RIGHT ABSOLUTELY ACROSS THE *SAN FRANCISCO* ON THE WAY BACK TO THEIR SHIPS.

JERRY

BUT THEY HAD ALREADY DISCHARGED THEIR LOADS BY THAT TIME?

CHUCK

BY THAT TIME, THEY HAD ALREADY DROPPED THEIR BOMBS. ONE OF THE THINGS I REMEMBER MOST VIVIDLY WAS THE JAPANESE PILOT FLYING, I WOULD SAY TREE TOP LEVEL, I DON'T KNOW HOW HIGH IT WAS, NOT VERY HIGH ABOVE THE SHIP, AND AT THAT TIME IF YOU RECALL, MOST ALL OF THE AVIATORS WORE A LEATHER HELMET. IT CAME DOWN AND BUCKLED UNDER THEIR CHIN AND THEY HAD GOGGLES OVER THEIR EYES: I COULD SEE THIS GUY JUST LOOKING RIGHT OUT THE WINDOW OF HIS AIRPLANE. IT WAS JUST LIKE I COULD REACH UP AND SHAKE HANDS WITH HIM. OF COURSE, I DON'T KNOW THAT I RECOGNIZED THE FACT THAT IT WAS A JAPANESE PLANE. OF COURSE, IT HAD THE RED RISING SUN ON THE WING AND ON THE FUSELAGE OF THE PLANE. I REMEMBER RUNNING TO THE TELEPHONE AND CALLING THE OFFICER OF THE DECK TO INFORM HIM OF MY OBSERVATION OF THE JAPANESE DROPPING BOMBS ON FORD ISLAND. ABOUT THAT SAME TIME, THEN THEY STARTED DROPPING BOMBS AND THE TORPEDO PLANES STARTED COMING IN. FROM MY VANTAGE POINT ON THE *SAN FRANCISCO* THESE TORPEDO PLANES FLEW RIGHT DOWN WHAT THEY CALLED SOUTHEAST LOCH. IN OTHER WORDS, THEY CROSSED OVER RIGHT BEHIND OR ASTERN OF THE *SAN FRANCISCO* IN IT'S LOCATION. AS THEY GOT OVER HERE CLOSER TO THE BATTLESHIPS BY THEN, THEY DROPPED THEIR TORPEDOES. AFTER THEY DROPPED THEIR TORPEDOES, THEY TOOK OFF---

JERRY

THE BOMBERS WERE COMING FROM THE OTHER DIRECTION.

CHUCK

THEY WERE COMING FROM EVERY DIRECTION. ABSOLUTELY EVERY DIRECTION IT SEEMED LIKE TO ME.

JERRY

SO, YOU WERE CLOSE ENOUGH THERE WHERE THE *ARIZONA*---

CHUCK

ABSOLUTELY. I OBSERVED THE *ARIZONA* SUBSEQUENTLY GETTING A BOMB HIT OR SOMETHING THAT CAUSED IT TO EXPLODE. THE FIRE AND SMOKE WAS JUST TERRIBLE. THE *OKLAHOMA* WHICH WAS TIED IN FRONT OF THE *ARIZONA* WAS TORPEDOED SEVERAL TIMES. SHE TURNED UPSIDE DOWN. I OBSERVED THAT. YOU HAVE SEEN PICTURES OF THE CHAOS THAT PEARL HARBOR AT THAT TIME. THE OIL FROM THE SHIPS WAS SPREADING OUT ALL OVER AND CATCHING FIRE ON THE WATER. IT WAS JUST TOTAL CHAOS.

JERRY

THE TORPEDO PLANES----- WEREN'T THERE FIVE MINI-SUBS? DID THEY GET IN THIS FIRE OR NOT?

CHUCK

I HAVE NO IDEA WHAT HAPPENED ON THE MIN-SUBS. IT IS MY UNDERSTANDING THERE WERE TWO OF THEM THAT FINALLY MADE IT INTO PEARL HARBOR. I HAVE NO KNOWLEDGE. I CANT SPEAK TO THAT AT ALL.

JERRY

ONE, I THINK, WAS SPOTTED AND SUNK AS IT WAS COMING BY THE *WARD* I BELIEVE.

CHUCK

I THINK YOU ARE PROBABLY -----.

JERRY

THE DESTROYER WOULD HAVE BEEN OUT AT THE END OF-----.

CHUCK

I THINK THE *WARD* WAS ONE OF THE SHIPS THAT WAS OUT IN THE CHANNEL OR OUTSIDE OF THE CHANNEL AND SPOTTED THE SUBMARINE AND PERHAPS SANK IT OR FIRED ON IT. THAT IS BEYOND MY KNOWLEDGE. I HAVE NO IDEA.

JERRY

SINCE THE *SAN FRANCISCO* HAD NO WAY OF REALLY DEFENDING ITSELF, WHAT DID YOU DO?

CHUCK

JUST STOOD THERE AND WATCHED IT. WE HAD NOTHING WE COULD DO. WE HAD PISTOLS THAT WE COULD HAVE SHOT AT THE AIRPLANES AS THEY CAME OVER OR SOMETHING LIKE THAT BUT THEY WOULD HAVE BEEN VERY INEFFECTIVE. WE DID HAVE GUNNERY CREWS THAT WENT ACROSS THE PIER TO THE *NEW ORLEANS*, WHICH WAS A SISTER SHIP, SAME BATTERY AND SAME TRAINING. IT IS MY UNDERSTANDING THAT SOME OF THE GUN CREWS WENT OVER AND HELPED THE *NEW ORLEANS* GUN CREWS. THEY EVENTUALLY DID SOME FIRING. I DON'T HAVE TOO MUCH KNOWLEDGE ABOUT THAT EITHER.

JERRY

THAT WE ARE SPEAKING OF IS THE FIRST WAVE THAT CAME OVER. THEN THERE WAS ANOTHER WAVE. CORRECT?

CHUCK

YES. THE SECOND WAVE IT SEEMED TO ME, DID THE BIG, BIG DAMAGE COMPARED TO THE FIRST WAVE. THIS ALL STARTED ABOUT 5 MINUTES BEFORE 8 O'CLOCK. BY 8:20 OR 8:30, SOMETHING LIKE THAT, THE ATTACK BY THE FIRST WAVE WAS OVER AND THEN THE SECOND WAVE STARTED COMING IN. IT JUST SEEMED TO ME LIKE A CONTINUOUS BOMBARDMENT.

JERRY

WERE YOU ABLE TO OBSERVE ANY PLANES, ANY OF THE U.S. PLANES TAKING OFF?

CHUCK

NO. I THINK THAT ANY OF THE PLANES THAT WERE ABLE TO FLY WERE PROBABLY ALL CAUGHT TIED DOWN OVER ON FORD ISLAND. AT WINTER FIELD, SOME OF THE AIR BASES, KANOE AND PLACES LIKE THAT; MOST OF THEM WERE CAUGHT ON THE GROUND. IT IS MY UNDERSTANDING THEY WERE STRAFED BY THE FIGHTER PLANES WERE VERY INEFFECTIVE. I DON'T RECALL. IT. I DON'T REMEMBER SEEING ANY OF OUR PLANES IN THE AIR AT ALL.

JERRY

THE *ENTERPRISE* WAS IT'S WAY BACK. SHE WAS AT SEA SOMEWHERE. THERE WERE SOME AIRPLANES LAUNCHED. I'M NOT SURE EXACTLY WHAT DID OCCUR.

CHUCK

I HAVE NO KNOWLEDGE OF IT. I DON'T THINK THAT I COULD SPEAK TO THAT AT ALL.

JERRY

WHAT HAPPENED AFTER THE SECOND WAVE THEN AS FAR AS YOUR INVOLVEMENT AND YOUR SHIP'S INVOLVEMENT?

CHUCK

ALL WE COULD DO WAS JUST SIT THERE AND OBSERVE WHAT WAS GOING ON. THE FIRES AND THE BURNING SHIPS CONTINUED LIKE THAT FOR A LONG PERIOD OF TIME. I GUESS ALL DAY LONG. WE FULLY EXPECTED TO BE INVADED. TO THIS DAY, I HAVE NO KNOWLEDGE WHY

THEY WERE NOT PREPARED TO INVADE US. THEY COULD HAVE COME IN AND TAKEN US OVER VERY EASILY, IT SEEMED LIKE TO ME IF THEY HAD BEEN SO INCLINED TO DO SO.

JERRY

YOU HAD FOUR BROTHERS WHO WERE ALSO IN THE NAVY. WERE ANY OF THEM AT PEARL HARBOR?

CHUCK

NO. BY THAT TIME MY OLDEST BROTHER HAD GOTTEN OUT OF THE NAVY AND HAD GONE TO WORK IN THE BREMERTON NAVY YARD. HE WAS WORKING IN THE BREMERTON NAVY YARD.

JERRY

YOU WERE AT PEARL HARBOR FOR QUITE A NUMBER OF MONTHS BEFORE THE ATTACK. DID YOU MAKE BUDDIES AND FRIENDS ON THE *SAN FRANCISCO* AND MAYBE SOME OTHER SHIPS?

CHUCK

I THINK AS FAR AS CLOSE FRIENDSHIPS IS CONCERNED, YOU'VE GOT TO RECOGNIZE THAT ON A BIG SHIP, MOST OF THE PEOPLE YOU WOULD NOT COME IN CONTACT WITH THEM AT ALL. I MADE SOME VERY LASTING FRIENDSHIPS. I EXPECT ONE OF MY FRIENDS TO ARRIVE HERE IN FREDERICKSBURG SOME TIME TODAY NAMED ORVILLE JINKS WHO WAS ALSO A SIGNALMAN AND THERE MAY POSSIBLY BE ANOTHER *SAN FRANCISCO* SAILOR. I SHOULD CHARACTERIZE HIM BECAUSE HE WAS NOT A PEARL HARBOR SURVIVOR FROM CORPUS CHRISTI, TEXAS THAT COULD POSSIBLY BE HERE. WE ARE GETTING TO BE KIND OF FEW AND FAR BETWEEN RIGHT NOW. I FEEL VERY FORTUNATE TO HAVE GOOD HEALTH AND WAS ABLE TO DRIVE FROM COLORADO DOWN TO FREDERICKSBURG BY WAY OF THE BIG BEND COUNTRY.

JERRY

WE ARE VERY, VERY HAPPY THAT YOU COULD. WE ARE HAPPY TO HAVE YOU HERE. DID YOU HAVE ANY FRIENDS IN ANY OF THE OTHER SHIPS THAT MAY HAVE BEEN ANCHORED OR AROUND PEARL HARBOR?

CHUCK

NO, OTHER THAN JUST ACQUAINTANCES FROM VISUAL COMMUNICATIONS. WE WOULD BE IN CONTACT WITH OTHER SHIPS. WE WOULD NOT GET TO A PERSONAL LEVEL; VERY CASUAL. WE WOULDN'T EVEN BE ACQUAINTANCES REALLY.

JERRY

CHUCK, FOLLOWING RETROFIT OR WHATEVER IT IS, OF THE SHIP, WHAT HAPPENED?
HOW MANY MONTHS DID THAT TAKE?

CHUCK

IT'S KIND OF A FUNNY THING. AS I RECALL, WE WERE IN THE NAVY YARD FOR THE BIG PART OF A MONTH BEFORE WE WERE ACTUALLY ATTACKED ON PEARL HARBOR DAY. IT SEEMED LIKE THE WORKMEN WERE DOING A LOT OF THINGS, JUST WHAT, I DON'T KNOW. IT SEEMED LIKE IT TOOK A MONTH TO TEAR THE SHIP DOWN AND AFTER PEARL HARBOR DAY IT TOOK ABOUT A WEEK FOR THEM TO PUT IT BACK TOGETHER SO WE COULD GO TO SEA. AT THAT TIME, WE DID GO TO SEA AND WE WERE ESCORTING, I HAVE FORGOTTEN EXACTLY WHAT CARRIER IT WAS. WE WERE TAKING REINFORCEMENTS TO WAKE ISLAND, WAS MY UNDERSTANDING. SOMETHING HAPPENED. WE DIDN'T KNOW ALL THAT HAPPENED OBVIOUSLY, JUST BEING SAILORS. IF WERE AN OFFICER, WE PROBABLY WOULD KNOW A LITTLE BIT MORE ABOUT THAT. SOMETHING HAPPENED. WE GOT OUT IN THE VICINITY OF WAKE ISLAND AND THEY TURNED US AROUND AND SENT US BACK TO HONOLULU.

JERRY

THERE HAD TO BE A LOT OF CONCERN AT HOME ABOUT YOU. WHEN DID THEY FIND OUT THAT YOU WERE OK AND HOW?

CHUCK

I REALLY DON'T KNOW. BACK IN THOSE DAYS I REMEMBER V-MAIL, WHICH WAS SOME SORT OF COMMUNICATION. I THINK IT WAS RADIOED AS OPPOSED TO SURFACE MAIL OR SOMETHING LIKE THAT. I SUSPECT THAT I PROBABLY WROTE TO MY FAMILY. OBVIOUSLY, I COULDN'T TELL THEM WHAT WAS HAPPENING OR WHERE WE WERE. I CAN'T REALLY REMEMBER TOO MUCH ABOUT THE CORRESPONDENCE WITH MY FAMILY. I DO KNOW THAT WENT LONG PERIODS OF TIME WITH THE SHIP AT SEA, ON PATROL DUTY FOR A WHAT EVER PURPOSE, NEVER HAVING LIBERTY OR ANYTHING LIKE THAT.

JERRY

AFTER PEARL HARBOR AND AFTER A RETROFIT AND HEADED TOWARDS WAKE AND THEN TURNED BACK, *SAN FRANCISCO* PLAYED A MAJOR PART IN THE WAR, WHAT HAPPENED AFTER YOUR RETURN TO HONOLULU. DID YOU LEAVE AGAIN?

CHUCK

I CAN'T REALLY REMEMBER TOO MUCH AFTER THAT FIRST EXCURSION AFTER WE WENT OUT AFTER THE SHIP WAS PUT BACK TOGETHER WHEN WE WENT OUT TOWARD WAKE ISLAND AND WE CAME BACK. I REMEMBER A PERIOD OF TIME WHEN WE CROSSED THE EQUATOR AND WENT DOWN TO THE SAMOA ISLAND AREA AND WERE ON PATROL DUTY DOWN THERE WATCHING FOR SUBMARINES.

JERRY

DID YOU SEE A LOT OF ACTIVITY IN THAT AREA?

CHUCK

THE ACTIVITY DIDN'T START UNTIL AUGUST OF 1942. THAT WAS THE FIRST REAL ACTIVITY THAT---- WARTIME ACTIVITY I MIGHT SAY. WE WERE DOWN IN THE SOUTH PACIFIC. I REMEMBER WE WERE GOING IN TO BOMBARD THE BEACHES. I CAN'T RECALL THE NAME OF THOSE ISLANDS.

JERRY

WAS THIS A CONVOY?

CHUCK

NO. NO. NOT UNLESS YOUR REFER TO A GROUP OF FIGHTING SHIPS.

JERRY

THAT'S WHAT I MEANT.

CHUCK

YEAH. WE WERE OPERATING AT SEA WITH THE *HELENA*. I NOTICED ONE OF THE SAILORS FROM THAT SHIP AND I TALKED TO HIM. THE *HELENA* WAS A LIGHT CRUISER. WE OPERATED WITH THE *HELENA* AND THE *ASTORIA*, WHICH WAS LATER SUNK, THE *NEW ORLEANS*, THE *MINNEAPOLIS*. ALL OF THESE SHIPS WERE HEAVY CRUISERS WHICH COMPOSED PART OF CRUISER DIVISION SIX. MOST OF THE TIME THE FLAG WAS ABOARD THE *MINNEAPOLIS*.

JERRY

YOU MENTIONED BEFORE THE ADMIRAL CALLAGHAN AND THEN YOU MENTIONED SOMEONE WHO HAD BEEN KILLED.

CHUCK

LATER ON WE ALSO HAD AN ADMIRAL SCOTT WHO WAS ALSO KILLED IN ONE OF THE NIGHT BATTLES AT GUADALCANAL. I THINK AT THAT TIME ADM. SCOTT WAS ON THE LIGHT CRUISER, *ATLANTA*, WHICH WAS A SISTER SHIP TO THE *JUNEAU*, WHICH WAS THE SHIP THE FIVE SULLIVAN BROTHERS WERE ALL KILLED IF YOU RECALL THAT STORY. TALKING ABOUT THE *JUNEAU* I REMEMBER VERY DISTINCTLY AFTER ONE OF OUR NIGHT BATTLES CRUISING ALONG AND DODGING TORPEDOES THAT WERE BEING FIRED AT US BY SUBMARINES. YOU COULD SEE THE TRACKS, TORPEDO TRACKS GOING THROUGH THE WATER.

JERRY

I WOULD THINK WHERE YOU WERE STATIONED, YOU WOULD THOSE WOULD BE MORE VISIBLE THERE.

CHUCK

VERY MUCH SO. IT WAS KIND OF A SCARY SIGHT TO WATCH THOSE TORPEDO TRACKS EITHER COMING AT YOU OR WHATEVER. I REMEMBER SOMEHOW OR ANOTHER THE *SAN FRANCISCO* DODGED TWO TORPEDOES AND THEY PASSED US BY AND WENT OVER AND HIT THE *JUNEAU*. THE *JUNEAU* HAD VERY LITTLE ARMOR AS FAR AS THICKNESS OF THE HULL. SHE GOT HIT BY THESE TWO TORPEDOES AND IT CAUGHT THE MAGAZINES ON FIRE AND THE SHIP JUST BLEW SKY HIGH. IT WAS ABSOLUTELY IN SECONDS. THERE WAS NOTHING LEFT BUT SMOKE AND DEBRIS.

JERRY

UNFORTUNATELY, A GOOD MANY CASUALTIES ALSO.

CHUCK

I HAVE NO IDEA HOW MANY. I THINK ALL FIVE OF THE SULLIVAN BROTHERS WHO WERE MEMBERS OF THE SHIP'S COMPANY WERE ALL KILLED. LATER ON, I HAD ONE OF MY CLOSE FRIENDS WHO LIVED IN WATERLOO, IOWA BECOME PRETTY HEAVILY INVOLVED IN MAKING A MEMORIAL TO THE SULLIVAN BROTHERS IN WATERLOO, IOWA BECAUSE THEY WERE ALL KILLED ABOARD THE *JUNEAU*.

JERRY

A VERY MAJOR CATASTROPHE THERE, ESPECIALLY IN ONE FAMILY, TELL ME A LITTLE BIT MORE HOW YOU CONTINUED THROUGH THE WAR.

CHUCK

AFTER WE GOT SHOT UP DOWN AROUND GUADALCANAL, THIS WAS IN NOVEMBER OF 1942, WE MADE IT BACK TO PEARL HARBOR AND THEY MADE SOME TEMPORARY REPAIRS TO THE SHIP. THEN WE WENT BACK TO MARE ISLAND WHERE THE SHIP WAS BUILT NEAR SAN FRANCISCO. THE REPAIRS WERE COMPLETED THERE. AT THAT PARTICULAR TIME ALL OF THE BATTLE DAMAGE WAS REPAIRED AND THE SIGNAL BRIDGE WHERE I WAS ON MY BATTLE STATION WAS CUT OFF OF THE SHIP AND STORED IN THE MARE ISLAND NAVY YARD. SUBSEQUENTLY, THAT BRIDGE WAS IN IT'S CONDITION WAS PLACED UP AT THE GOLDEN GATE PARK IN SAN FRANCISCO AS A PERMANENT MEMORIAL TO THE BATTLES IN THE PACIFIC. OF COURSE, BEING THE *SAN FRANCISCO* WE HAD HIGH VISIBILITY IN SAN FRANCISCO.

JERRY

THE PARK IS JUST----- YOU CAN LOOK AT IT WHEN YOU GO IN THE ENTRANCE OF THE GOLDEN GATE BRIDGE? I RECALL SEEING THAT A FEW YEARS BACK.

CHUCK

IF YOU EVER HAVE A CHANCE TO GO TO SAN FRANCISCO YOU OUGHT TO MAKE IT A POINT TO GO UP TO THE GOLDEN GATE PARK. I THINK THEY REFER TO IT AS POINT LOBO. THE SIGNAL BRIDGE IS MOUNTED THERE AS A PERMANENT MEMORIAL AND THE *USS SAN FRANCISCO* ASSOCIATION HAS JUST COMPLETED THE PLACEMENT OF TWO RATHER LARGE 3 FOOT BY 6 FOOT SLABS OF GRANITE DETAILING THE *SAN FRANCISCO* PARTICIPATION IN WORLD WAR II. THE *SAN FRANCISCO* WAS ONE OF THE MOST HEAVILY HONORED SHIPS IN THE NAVY. WE ENGAGED IN 17 MAJOR ENGAGEMENTS.

JERRY

IS IT PRESERVED NOW; THE SHIP ITSELF?

CHUCK

NO,NO. THE SHIP ITSELF WAS EVENTUALLY DE-COMMISSIONED. IT IS MY UNDERSTANDING IT WAS CUT UP FOR SCRAP.

JERRY

WHERE WERE YOU AT THE END OF THE WAR?

CHUCK

BY THE END OF THE WAR I HAD BEEN TRANSFERRED OFF THE *SAN FRANCISCO*. THAT WAS THE LATTER PART OF 1943, I RETURNED TO THE SAN FRANCISCO AREA AND WAS ASSIGNED TO A

BEACH LANDING PARTY ABOARD THE *USS OXFORD* APA-189. APA BEING AN ATTACK TRANSPORT.

END SIDE ONE

CHUCK

IN OCTOBER 1943, SOMEWHERE ALONG IN THERE, I WAS TRANSFERRED TO STATESIDE FOR REASSIGNMENT AND I WAS ASSIGNED TO THE *USS OXFORD*, APA -189 WHICH WAS A TROOP TRANSPORT. I FINISHED OUT THE WAR ABOARD THE *OXFORD*. I REMEMBER WE HAD LANDING PARTIES IN THE PHILIPPINE ISLANDS AND OKINAWA, WHICH WAS REALLY AT THE END OF THE WAR.

JERRY

WHAT WERE YOUR DUTIES AT THAT TIME?

CHUCK

VISUAL COMMUNICATIONS. IT STAYED THE SAME. MY DUTIES ON THE *OXFORD*; I WAS WHAT IS CALLED A BEACH BATTALION. WHEN WE HAD TROOPS ABOARD AND WERE TRANSPORTING THEM INTO AN AREA WE WOULD TRANSFER THE TROOPS OVER TO THE BEACH. MY BEACH BATTALION WOULD GO ASHORE AND ESTABLISH COMMUNICATIONS FROM THE BEACH BACK TO THE SHIP TO COMMUNICATE IF THERE WERE DIRECTIONS OR PROBLEMS, SO THE SHIP WOULD KNOW WHAT WAS GOING ON ON THE BEACH.

JERRY

BEING ON THE BEACH SOUNDS KIND OF HAIRY.

CHUCK

THAT'S THE SCARY PART OF THE WAR. OF COURSE IT WAS ALL SCARY. WHEN I WAS ABOARD THE *SAN FRANCISCO* AND CRUISING AROUND, YOU ALWAYS WORRIED ABOUT A TORPEDO OR SOMETHING LIKE THAT. YOU WOULD GET IN A NIGHT BATTLE AND THAT IS REALLY SCARY. ON THE *OXFORD* AND GOING ASHORE AND DOING THE COMMUNICATIONS FROM THAT BEACH BACK TO THE SHIP, THAT'S KIND OF SCARY TOO.

JERRY

HOW DID YOU GET INTO THE BEACH?

CHUCK

ON A LANDING BOAT.

JERRY

THAT'S SCARY TOO.

CHUCK

YES, IT SURE IS.

JERRY

WHAT YEAR, WHAT TIME FRAME ARE WE TALKING ABOUT NOW?

CHUCK

WHEN DID THE WAR ACTUALLY END? THIS WAS IN MARCH OR APRIL, SOMETIMES AROUND EASTER TIME AS FAR AS I WAS CONCERNED. EVENTUALLY I WAS TRANSFERRED BACK TO THE STATES. I DON'T RECALL REALLY HOW I GOT BACK TO THE STATES, WHETHER THE *OXFORD* CAME BACK AND THEY SENT ME ASHORE. . I WAS EVENTUALLY DISCHARGED FROM THE NAVY ON JANUARY 5, 1946. I LACKED FIVE DAYS OF COMPLETING MY 6-YEAR ENLISTMENT.

JERRY

DID YOU HAVE A SPECIAL SOMEONE WHILE YOU WERE IN THE NAVY OR WAS THERE A SPECIAL SOMEONE WHO CAME ALONG AFTERWARDS?

CHUCK

I PRESUME YOU MEAN A WIFE. WHEN I WAS AT THE SMALL CRAFT TRAINING CENTER IN SAN PEDRO IN THE LATTER PART OF 1943, I MET A YOUNG WOMAN FROM CORTEZ, COLORADO AT A DANCE OR SOMETHING IN THE SAN PEDRO, CALIFORNIA AREA. SHE AND I GOT MARRIED ON JANUARY 5, 1944. TO THAT MARRIAGE, WE SUBSEQUENTLY HAD A DAUGHTER, CAROLINE DIANNE. EVENTUALLY MY FIRST WIFE, HER NAME WAS BETTY, SUFFERED FROM CONGESTIVE HEART FAILURE AND SHE PASSED AWAY IN 1962. BY THAT TIME I WAS LIVING IN CORTEZ, COLORADO. HER FATHER WAS A CHEVROLET DEALER IN CORTEZ AND BEEN SO ENGAGED SINCE 1929. HE WAS ONE OF THE ORIGINAL CAR DEALERS, NOT ONLY IN CORTEZ, BUT AS FAR AS CHEVROLET DEALERS CONCERNED. I WAS ENGAGED IN THE CHEVROLET BUSINESS UNTIL 1964 OR 1965 WHEN HE SOLD THE DEALERSHIP AND I GOT OUT OF IT. I WAS INVOLVED IN 2 O3 THINGS SINCE THAT TIME. I WAS A COOK IN A RESTAURANT THAT MY FIRST WIFE AND I HAD STARTED. I WAS ELECTED TO THE COUNTY CLERK AND RECORDERS POSITION FOR 8 YEARS. I WAS IN THE

REAL ESTATE BUSINESS IN CORTEZ. I RETIRED: IT HAS BEEN SO LONG, I'VE EVEN FORGOTTEN WHEN. I GUESS IT WAS IN 1980, OR SOMETHING LIKE THAT.

JERRY

DO YOU STAY IN TOUCH WITH MANY OF YOUR *USS SAN FRANCISCO* MATES?

CHUCK

THOSE THAT ARE LIVING, I DO. OF COURSE, AS I MENTIONED, THEY ARE BEGINNING TO DIE OFF. I'M WAITING FOR ONE FRIEND TO COME IN FROM INDIANAPOLIS, INDIANA. HE SUPPOSED TO BE HERE TODAY, AND THIS OTHER FRIEND FROM CORPUS CHRISTI, TEXAS MAY BE HERE. OTHER THAN THAT, I DON'T KNOW WHETHER THERE WILL BE ANYBODY ELSE SHOW UP OR NOT. THEY ARE GETTING EITHER GETTING FEEBLE OR CAN'T AFFORD TO MAKE THE TRIP OR SOMETHING. I DON'T KNOW.

JERRY

WE ARE SURE HAPPY CHUCK THAT YOU SHOWED UP. WE ARE SO HAPPY THAT YOU AGREED TO DO AN ORAL HISTORY. IS THERE ANYTHING THAT I HAVE MISSED THAT YOU WOULD LIKE TO ADD? A LOT OF EXPERIENCES I'M SURE

CHUCK

FIRST OF ALL, I WOULD LIKE TO EXPRESS MY APPRECIATION TO ALL THE GOOD CITIZENS OF FREDERICKSBURG, TEXAS FOR HOSTING THIS REUNION. MY WIFE AND I ATTENDED THE FORTIETH AND FIFTIETH REUNIONS IN PEARL HARBOR, BUT THIS YEAR BEING THE SIXTIETH, WE DIDN'T FEEL LIKE WE WANTED TO TACKLE THE 5 OR 6 OR 7 HOUR PLANE RIDE TO GET THERE SO WE DECIDED WE WOULD COME TO TEXAS AND SEE WHAT WENT ON DOWN HERE AND GO VISIT HER SISTER IN EAST TEXAS WHEN WE LEAVE HERE.

JERRY

WE ARE HAPPY TO HAVE YOU

CHUCK

THANK YOU VERY MUCH JERRY.

END OF TAPE

TRANSCRIBED BY FOREST J. REES
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