

National Museum of the Pacific War

Center for Pacific War Studies

Fredericksburg, Texas

Interview with:

Richard Grimm

USS *Maury*, Pacific War, World War II

Date of Interview: April 28, 2004

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Mr. Metzler: This is Ed Metzler. Today is April 28, 2004. I'm interviewing Mr. Richard Grimm. This interview is taking place in Fredericksburg, Texas, at the Nimitz Museum. This interview is support of the Center for Pacific War Studies archives for the National Museum of the Pacific War, Texas Parks and Wildlife for the preservation of historical information related to this site.

Let me start out, Mr. Grimm, by thanking you for being willing to spend the time to share your experiences with us. Perhaps I could get you to start by going back to when and where you were born and raised and a little bit about your family. Then we'll take it from there.

Mr. Grimm: I was born and raised in the foothills of the Cascade Mountains in Oregon. My mother and father homesteaded sixty-five acres up in the mountain area. They had to improve it. I was born and raised there. Then of course, the Depression came along and they lost that. We went and moved to a farm down in Willamette Valley and from there I went to southern Oregon, Grant's Pass. Joined the Navy from there in 1941. November of '41. Went up to Portland, Oregon, and was inducted from there. Shipped from there down to San Diego.

Mr. Metzler: Let me ask you a question. Why did you enter into the Navy?

Mr. Grimm: I was sort of forced into it. I lied and got into the National Guard when I was fifteen because I was a pretty good-size boy. I wanted the money because it was during the Depression. We drilled once a week and we got paid for it. When the National Guard was federalized during the draft era back before the war started, anybody under the age of eighteen was allowed to get out if they wanted. My mother said, "You're getting out. You're not going to go into the Army." I was placed in the inactive Army Reserves. So soon as the war would have broken out, I would have been in the infantry. Unfortunately, my group went to New Guinea and got pretty well beat up over there. I figured, well, the war's coming just from all these things you could see. You didn't have to be a rocket scientist.

So, I went and joined the Navy in November of '41. I was actually in chow line down in the Naval Training Station in San Diego where we were going through boot camp. One of the guys got sick and I took him back to the infirmary. While I was in there the radio was on and it said, "The Japanese

are bombing Pearl Harbor.” I thought it was Orson Wells because he’d had this program about the Martians coming in and everything else. From there everybody was fed and sent back to the barracks. The stupid, idiotic things they told us: Take our white hats and put them away and put on our black watch caps because planes could see us from the sky. (laughs) You look back on it now and you figure this is really foolish. But it was serious business then.

Mr. Metzler: That’s right.

Mr. Grimm: From there for about three weeks they took us over and put us on these old four-pipe destroyers that had come back from the Asiatic Fleet years ago. They were all rusted up. We were fed like kings and we were worked like dogs, believe me. I mean, we were worked. We were getting all these ships ready and were going to give them to the British for Lend Lease because they needed destroyers in the Atlantic because of the U-boats.

From there they took our company, which was quite a few members, and sent us to up to San Francisco. From there we went aboard an old, used to be a cattle boat in World War I. It was now a troop transport. They took us from there to Pearl Harbor. We got in to Pearl Harbor around January 6th in ‘42. From there we were assigned to the USS *Maury* but they needed men for resurfacing and handling ammunition out at Lualualei Naval Ammunition Depot on Oahu.

Mr. Metzler: Tell me what Pearl looked like a month after having been attacked.

Mr. Grimm: It was unbelievable. The *Nevada*, which is a battleship, was aground across from Hospital Point, as they called it, where the hospital was down there. There was oil everywhere. Wreckage everywhere. They were cleaning up Ford Island where the planes had all been destroyed and the buildings and everything. It was pretty well leveled up and cleaned up. When we were allowed to go on liberty into Honolulu, you had to wear whites and you had to make sure you stood about four feet away from the gunwales because the water would lap up and oil would hit you and there went your uniform. We were getting paid \$21 a month at the time so it wasn’t that we had money to spare to go out and buy new clothes.

Pearl Harbor was really devastated. I think if the Japanese would have followed up with a second attack on there, they would have wiped that whole base out because the ships that came back, the ship that I was assigned to, the USS *Maury*, had come back from delivering planes with the *Enterprise* and, I think it was, the *Hornet* from Wake Island. They had been delivering planes to a Marine garrison there. I found out from the fellows that were onboard ship they only had practice ammunition, practice torpedoes with dummy

warheads in them. They only had maybe a couple hundred rounds of ammunition per gun for anti-aircraft firing. They didn't have 20mm at that time; they only had 50-calibers and they were non-existent for being able to shoot down planes.

Mr. Metzler: Pea shooters.

Mr. Grimm: Yes, pea shooters is right. It was a hopeless cause at that point. The one mistake the Japanese made and I've read about it later, is all the oil and there were supplies that were up on the hill above the hospital area there are big tanks with all the storage oil and gasolene and everything else that the Navy needed was all up there. They didn't even bomb it or touch it or anything else. That was a big deterrent for the Japanese that they didn't get that. Thankfully, they didn't get it.

From there the ship went down to the Marshalls, bombarded one of the islands down there. Everybody thought it was a big deal. We never got fired on. I think there was one plane made a run on us down there. We stayed in the Hawaiian Islands for a while because of protection for the island because there wasn't any other ships around really.

Mr. Metzler: This is before you departed?

Mr. Grimm: Before we went down to—

Mr. Metzler: The Marshalls.

Mr. Grimm: Yes, we went down to the Marshalls. Then from the Marshalls, we came back. Our operating base was Pearl Harbor for a long time because at that time we hadn't gained any bases any where else. Then the next thing, we went to the Battle of the Coral Sea. That's where the USS *Lexington*, which was a carrier got sunk down there. The *Yorktown* got hit and badly damaged down there.

From there we came back up to Pearl Harbor. The only thing we did in Pearl Harbor was load ammunition, fuel, torpedoes, and food.

Mr. Metzler: And left again probably.

Mr. Grimm: Yes, we did. The *Yorktown*, they worked on her night and day for about two or three days. Patched up the flight deck and the elevators so that they could bring the planes up and down. We got underway and that was the beginning of the Battle of Midway.

Mr. Metzler: Let me go back to the Battle of the Coral Sea for a moment now. What role did the *Maury* play?

Mr. Grimm: We were escorts. The destroyers are basically workhorses of the Navy. We had to do absolutely everything from delivering mail to picking up sick people, rescuing downed pilots. Down in the Coral Sea we were anti-submarine and anti-aircraft protection for the bigger ships. The big ships can't get out and go to sea without a destroyer escort. Destroyers can go by themselves but the big ships can't.

Mr. Metzler: What was your assignment on the *Maury*?

Mr. Grimm: At that time I was on the deck gang. I was a 50-mm gunner on the after deck house. They had a lieutenant by the name of Armstrong who was the gunnery officer. Most of the guys that were in my group came from the western part of the United States. A lot of them came from Texas and Tennessee. When we came aboard, the gunnery officer lined us up and said, "How many of you guys ever did any duck hunting?" I'd done a lot of duck hunting when I was a kid. I just raised my arm and he said, "Okay, you're a machine gunner." (laughs)

Mr. Metzler: That was the process for choosing.

Mr. Grimm: That was the process.

Mr. Metzler: Since you knew how to lead a target.

Mr. Grimm: That was the exact same thing that he said. He said, "You probably wonder why I chose you." He said, "I want you to know that you have to lead the target. Things travel so many miles a minute." We never, ever got attacked in the Coral Sea ourselves personally. So we didn't do any firing. Probably just as well.

From there we came back up of course, as I said. We went out to Midway.

Mr. Metzler: Did you see any of the big aircraft carriers getting hit during the Battle of the Coral Sea or were you spread out?

Mr. Grimm: No, we were spread out and couldn't see them.

Mr. Metzler: Okay. I interrupted you. Go ahead.

Mr. Grimm: That's alright. In the meantime, in the Navy you come in and you're on the deck force or the engineering gang. From there you take whatever position you want to be, a radioman or a signalman or a quartermaster or a boatswain mate or whatever. My brother-in-law, who is the one who signed me up and got me in the Navy really, was a chief quartermaster, a twenty-five year veteran who was still in when the war started. So, I said I wanted to be in

quartermaster. They said, “Well, we don’t have any openings for quartermasters but we need a couple of signalmen.” That means going up there and learning Morse code and flag hoist and semaphore and everything. I figured that’s alright. At least that would beat scraping paint and going over the side in a boatswain’s chair and hanging in midair painting the side of the ship. So, I went up on the bridge.

When we got to the Battle of Midway I was up on the bridge. I had the four to eight watch. I got off watch and I went down below deck. Down in the mess hall when you sat down on small ships like destroyers especially, you have a big folding table with benches. The last guy to sit down was what we called the “joe pot.” There’s a big pot with all the hot coffee in it. Everybody hands their cups down and you fill them. The last guy fills that up. I was the last guy down.. And I no sooner sat down myself and they sounded general quarters. We had cornbread and hard boiled eggs and coffee. So, I grabbed a hard boiled egg and a piece of cornbread and I took off. Went up on the bridge. I was up there and the signalman on watch called for the flags. The flags are in a flag bag and there’s a rack that goes across with a snap on it. You snap that flag onto the halyard and somebody pulls it up. I remember what they said, “Stand by to repel attack, Desig Victor” which means aircraft. That was the beginning of the Battle of Midway.

We were with the *Enterprise* at that time. We saw planes come in, the Japanese planes come in. They hit the *Yorktown* which had been hit down in the Coral Sea.

Mr. Metzler: Poor old *Yorktown*.

Mr. Grimm: Yes, she got it, unfortunately. Well, the *Enterprise* got it, too, down in Santa Cruz when we were with her. *Yorktown* got sunk down there. I think it’s passed history, the Battle of Midway was the turning point of the Pacific War probably for us. I was the one that snapped on the signal. One of the other men hoisted it up to stand by to repel attack.

Mr. Metzler: Was the *Maury* attacked herself during the Battle of Midway? I presume they were concentrating on the big flattops.

Mr. Grimm: No, they were concentrating on the flattops. But as they came within range we’d take them under fire. That doesn’t mean that they were actually coming in on us per say. That was the job of the outlying destroyers and the anti-submarine and anti-aircraft circle.

Mr. Metzler: How did you find out how the Battle of Midway turned out? I mean, here you are on a destroyer and just occasional anti-aircraft fire against the enemy aircraft. How and when did you learn that it was a really great victory and that we’d taken out four of their flattops, etc.

Mr. Grimm: Didn't know about it really until a long time afterwards, say weeks. They picked up this pilot that was from the torpedo squadron that got shot down. He was the only survivor. He actually saw the four of them get sunk and go down. So that was the proof that they'd sunk all four of the carriers. The thing that amazed me, that the Japanese had another force which was going to be the covering force for the landing force that was going to take Midway with carriers in it and battleships and heavy surface units because they were the ones that were going to try and get the American fleet to come out so they could take them on and annihilate them and then sue for a peace in the Pacific. They never attacked. Once they lost their four carriers, which certainly it's something that they lost four carriers, but they still had another battle group that was far superior to what we had left. The *Hammond*, which was a destroyer, went alongside the *Yorktown* and a Jap sub finally put a torpedo into the *Yorktown* and she went down and the *Hammond* went with her.

From there we went back to Pearl Harbor. Of course, everybody was sort of licking their wounds. Things were getting a little hairier because we lost the *Yorktown*; we lost the *Lexington*. That left us with the *Wasp* and the *Enterprise* and the *Saratoga*. Out of five carriers we now had three carriers. Very shortly we were going to lose a couple of them, you know.

We did patrol duty around. Anti-submarine patrolling off of there. Gunnery practice. You got sick and tired of it but at least you got to go on liberty over in Honolulu occasionally.

Mr. Metzler: Ever pick up anything on the patrols? I mean, any indications of any enemy subs?

Mr. Grimm: No, we never, but there was one time with one of the ships that sighted a periscope or something. I don't know which ship it was.

Going back a little bit, like you said about Pearl Harbor. I was just thinking, the *Cassin* and the *Downes* were in a dry dock in front of the *Pennsylvania*, which was a battleship. Both of them got direct hits and burned out. They flooded that dock to keep the *Pennsylvania* from capsizing against the side of the dry dock.

Then from there we went, sorry, it's hard to remember exactly day by day.

Mr. Metzler: It all runs together after a while.

Mr. Grimm: Yes, it does. Day by day what happens. From there we went to Kwajalein, Makin. We supported the amphib landings in the Gilberts, Carolinas, Marianas, all of them. We got seventeen battle stars. That covered an awful

lot of long hours.

Mr. Metzler: Yes. Those encounters like you were just describing or just going down the list of, was most of your interaction involving aircraft or just patrol duty or did you actually ferry troops? What was your role there?

Mr. Grimm: Until we got down in to Guadalcanal, most of our activity was with the carriers because we were, comparatively speaking, a newer destroyer. There weren't any new destroyers coming out, believe me. We needed them badly but they were being used in the Atlantic for convoy.

From there we went down and hit Guadalcanal. That was our next one. I was up on the bridge. They used to give what they called daily dispatches that the radioman would type up from reports that would come in through the radio for the captain. I was sneaky. When it was dark, I would get those reports that were in a folder and take them in the sound room which was directly in back of the bridge and I'd read all these reports. So, I knew where we were going. We were going to Guadalcanal and there was going to be a landing. I always knew all this stuff ahead of time.

The engineering gang, whenever they had small stores and stuff come aboard ship, they were the biggest thieves in the world. They would always have cans of peaches down there and all this stuff. (laughs) They got to the point that, "What's the latest scuttlebutt up on the bridge?" "Well, I think we're going someplace." "Yeah? Where are we going?" "What you got to eat?" Swap a little information for a little food.

Mr. Metzler: Little bit of food.

Mr. Grimm: Yes. When we got down to Guadalcanal it was an entirely different ball game. We were with the carriers down there. A very amusing incident happened. Arleigh Burke, which turned out to be the Chief of Naval Operations in Washington, was a flag officer on our ship. We were a flagship, Squad Dog Six, Destroyer Squadron Six. I had a habit like a lot of guys, young and stupid, I chewed tobacco once in a while. This one time I was up on the bridge and I had a mouthful of tobacco and I had the watch.

Mr. Metzler: How did you get that tobacco? Would it come in like cigarettes?

Mr. Grimm: No, it was just regular—

Mr. Metzler: I mean, it was made available to you guys or did you just buy it when you were on leave or what?

Mr. Grimm: No, they had it aboard ship. Snuff and everything else.

This officer walked up to me and it happened to be Arleigh Burke of all people. He said, "Quartermaster, what's that ship over there?" Of course, that's when we were forming up with the troop transports going down into Guadalcanal and had an escort with them. He said, "What's the name of that carrier over there?" I was on the windward side and I knew if I spit over the side it was all going to come back again. So, I made a dash around the back of the pilot house to spit it over the other side and he grabbed me by the back of my shirt and said, "I want to know what the name of that ship is." So, I swallowed that spit and told him what the name of it was. I think he did it on purpose, when I think about it in later years. One of the other signalmen came around the corner of the pilot house. I handed him the long glass and I said, "Here. Take this. I gotta get outta here." I went down in the well deck and heaved my guts out. I was so sick. (laughs)

Mr. Metzler: You're not supposed to swallow.

Mr. Grimm: Never touched that stuff to this day.

Mr. Metzler: That cured you of that.

Mr. Grimm: That cured me from that. That was Arleigh Burke.

Mr. Metzler: What was his position at the time?

Mr. Grimm: He was Commander Destroyer Squadron Six. Squad Dog Six. He was also known as "Thirty-two Knot Burke" who went from Guadalcanal up to Rabaul at thirty-two knots and bombarded the harbor and everything in there and then turned around and pulled back out and we went back down to Guadalcanal again. What happened then, because there was a shortage of destroyers, we would get duties escorting the carriers. We were with the *Hornet* when she got sunk. We really almost got sunk there ourselves.

Mr. Metzler: What was the location here again?

Mr. Grimm: Battle of Santa Cruz.

Mr. Metzler: Battle of Santa Cruz, okay.

Mr. Grimm: We were with the *Hornet* and the *Enterprise*. The *Enterprise* got pretty badly damaged there. The *Hornet* got hit and she eventually had to be sunk. One of our planes came down and landed in the water. We were on the outer screen on the port side and there were like ships in a circle here and we were next to last in column. So, we were pulling over to pick up the pilot and the destroyer in back of us says, "Proceed. I'll pick up the friendly chicken." So, we kept on going. He stopped and it was the USS *Porter*. She'd no

sooner stopped dead in the water when all you saw was just a flume of water go up. When it came down around you, you couldn't hardly see very little left of the ship.

Mr. Metzler: There wasn't any ship left.

Mr. Grimm: No, Jap sub hit her. If we had stopped, we'd all been annihilated there, too.

Mr. Metzler: My word.

Mr. Grimm: That's how close we almost got it there. We rescued an awful lot of downed pilots during the war when we were operating with the carriers. Guadalcanal, that was a nightmare.

Mr. Metzler: Was Santa Cruz before or after Guadalcanal?

Mr. Grimm: That was during it.

Mr. Metzler: It was part of it.

Mr. Grimm: Part of it, yes, because the carriers were laying off. The *Maury* had sixteen torpedo tubes. There was only one squadron that had that and that's the Sixth Squadron. We were all part of what they called the battle group. When they had got news that there was something coming—the coast watchers would see that there were Jap ships coming out of Rabaul, they knew that they were going to be heading down the Slot. We would be detached if we were anywhere in the area and we'd form up with whichever ships were designated to go up there and intercept them coming down. One night we were with the *New Orleans*, *Quincy*, *Vincennes*, and the *Canberra* which was Australian, and the *Chicago*. The Japs came down and two of our destroyers were patrolling above Savo Island. So if the Japs came down, if they went to the south of Savo they would be picked up by the destroyers like two picket ships. The Japs spotted them, I guess, because as the ships got to each other and then turned around and made the turn to go back in their patrol, the Japs came right on through. They got the three cruisers, the *New Orleans*, *Vincennes*, and *Astoria* just off of Tulagi. Went on down to where our American transports were unloading. They had a destroyer screen for them down there and sunk the *Canberra* and the *Chicago* down there. That was five of them that were put out of action. Then on their way back out, they took the *Blue*, which was a destroyer. My buddy I joined the Navy with was on it. And one other can, I forget what the name of it was. So actually we lost five cruisers out of action that night and two destroyers.

The Japs' night fighting was absolutely superb. I've read so much now about it that they had high-speed torpedoes they could fire from ten miles out. We thought that the most that they could fire was about two-and a half miles away

from us. We'd get in close and they had us picked off before we knew what they were doing.

Mr. Metzler: Where was the *Maury* during all of this?

Mr. Grimm: We were patrolling in there with the groups. That night was one of these black nights when it was thundering and lightening. You couldn't see a damn thing. The Japs were, of course, trained for night fighting. They were well prepared for it.

We took the *New Orleans* under tow and took her up what they called the McFarland Channel in Tulagi. We had a man in the chains, as they call it, up in the bow with a lead line checking how deep it was so we wouldn't run aground. Then we pushed her up against the shore and they took camouflage nets and put over the top of her and the top of us so the Japs couldn't spot us because the next day they were down in hordes looking for the cripples that were there. We were there for about a week, I guess, ten days.

One of the most distasteful periods of my naval career was to go into the bow of the *New Orleans* with a boat hook and pull out parts of the men and everything that were—because it got hit in the bow and blew the whole bow off all the way back to the bridge. For three days I couldn't eat. I just drank coffee and that's about all. It was just like you had a gob of nauseating fat in your mouth. You look back on it and you figure we were just kids. We were eighteen, nineteen year old kids. And yet we were fighting the best-trained naval fighters in the world I guess at that time. That was one of them. There were several more.

We went up the Slot with some of the cruisers one night. The *Helena* got sunk up there. We went up three or four nights later. The Australian coast watcher had rescued a bunch of the guys off the *Helena* when she sunk. Got them over there and so we went up with two APDs which are these old destroyers made into troop transports. Because they were shallow, they could get in close because of shallowness. We went in there and picked them up and took them out and brought them back to Tulagi. A lot of them needed a lot of medical attention. Some of them died.

Then the Battle of Kolombangara. We got clobbered there again.

Mr. Metzler: I haven't heard of that one. Can you spell that for me?

Mr. Grimm: K-o-l-o-b-a-n-g-a-r-a. Kolobangara.

Mr. Metzler: This was in the Guadalcanal area?

Mr. Grimm: No, this is to the west of Guadalcanal. That's going up the Slot. We got in an engagement up there with a Jap surface force. A couple of the cruisers got hit. The USS *Gwin*, which was a destroyer, she got hit. The *Ralph Talbot* took her under tow. We were told to stay there and give them anti-aircraft and anti-submarine protection. This was close to the Munda Airfield which was a Jap-held airfield. Come daylight there was constant—twice in my life I knew I wasn't going to live and that was one time. I knew I was going to die. The Japs were bombing us and strafing us. The air coverage from Henderson Airfield in Guadalcanal was supposed to have been there and they didn't show up. It's like a dogfight and you're on the ground, you know. I remember we were making a turn to starboard and there was a plane coming in from Choiseul which was the island off our starboard bow. Jap torpedo plane coming in low in the water. We were turning right to where if he released his torpedo he was going to nail us. Jap torpedoes if they hit you, they kill you. They were deadly. In the meantime, we were getting bombed from the stern. Just about that time here was one of those F4Fs, Marine Corsair fighters came down and nailed that torpedo plane and sunk him. We got out of there. Finally, the *Gwin* was sinking down in the water. Halsey sent a message, "Under no circumstances are you to abandon the *Gwin*." But the *Gwin* was sunk down so far that you couldn't make any headway towing her. I forget who the commodore was at that time. He said, "If we don't get rid of her and get out of here all three of us are going to go down." So, we sunk the *Gwin*. The *Ralph Talbot* sunk her with torpedoes and we got out of there and made it back to Tulagi where we took on fuel and ammunition.

Every time we'd ever fire torpedoes, you can ask Fisher and Alcott, he was a torpedo man, they would always take maybe a container about the size of your coffee cup there, maybe one or two of them of alcohol, 180 proof alchy. So, there got to be a saying, "You're Tulagi groggy," you know. That's because you were drinking alcohol during the day. You were up all night and you come back in during the day and you had to fuel and you to take on ammunition; you had to take on whatever you could because you were getting ready to go right back up. There were so few destroyers. If the Japanese had really put on a push down there, they could have wiped us out. Because we didn't have enough destroyers or cruisers. We were losing them constantly. It was nothing to lose four or five destroyers in a month. You can't build them that fast. That's for sure.

The crowning triumph of our naval career came in the Battle of Vella Lavella. I don't know if you ever heard of that one or not.

Mr. Metzler: I haven't. You'll have to spell that for me, too.

Mr. Grimm: Vella, V-e-l-l-a, L-a-v-e-l-l-a. Vella Lavella.

Mr. Metzler: So, it's Vella Lavella.

Mr. Grimm: Yes, Vella Levella.

Mr. Metzler: Tell me about that.

Mr. Grimm: Six destroyers took off. There was a coastal watcher or a PBY Blackcat that had picked up this group of ships coming down. The only thing around were these six destroyers which we were one of. We were flagship. We had a fellow by the name of Moosbrugger, I think was the commodore at that time. We went up there and our job was to patrol and intercept this group of ships coming down. They broke it up into two different groups of destroyers. One was to hang back here and the other one was to go up into Vella Straits which is Gizo Straits as they call it.

Mr. Metzler: What straits?

Mr. Grimm: Gizo, G-i-z-o. Did you ever hear of that one?

Mr. Metzler: No, you're plowing new ground for me.

Mr. Grimm: I was on the secondary conn. I actually saw these ships. They came around the island and they made a turn. I reported it to the bridge that I 'd seen these ships. They didn't believe me because they didn't pick it up on radar yet. They were right up against the island and the radar was probably picking up the island at the same time.

Mr. Metzler: The island right in the vicinity.

Mr. Grimm: Finally they picked up the ships. By that time, these ships were almost parallel the course that we were on only they were going, I would say, south and we were going north. Probably wasn't proper direction, it may have been northeast by north/south or whatever.

Mr. Metzler: Right.

Mr. Grimm: We were going opposite directions. Lieutenant Crenshaw was the executive officer aboard ship but he was also an excellent man on radar. He plotted these ships in and we fired and made a torpedo run on them and fired because we were the three leading ships. He had it pinpointed. We fired eight torpedoes and from the time they came out of the tube to the point that they were supposed to hit, he would say, "Now!" and there would be an explosion. We got credit for sinking two destroyers and we thought it was a light cruiser that was in there. I could see the hits. One hit on the bigger ship was just like a spark. Like it was nothing and all of a sudden the whole thing just erupted

into a gigantic explosion. He would say, "Now!" Every time he'd say, "Now!" there was another hit. We only got three hits and we sunk three ships that night.

Then we turned and proceeded out of the area at a high speed because the Japs could have their torpedoes in the water and we were out of there. The group in the back of us, the three in the back of us, they came up and they took the ships that were burning under fire. There was one ship that they thought they'd hit and sunk. Later reports after the war was over found out that she had taken off. They didn't even pick her up on radar leaving the area. They lost four ships that night. We didn't lose anything. They said that was the process in which destroyers should operate. They should operate independently by themselves. We got the Presidential Unit Citation for that action that night.

Mr. Metzler: That's great.

Mr. Grimm: After all the heartbreaks and sinkings and killings that went on, that sort of evened the score up a little bit.

Mr. Metzler: Made you feel a lot better about everything.

Mr. Grimm: Yes.

Mr. Metzler: Was there a special presentation of the Presidential Citation?

Mr. Grimm: Yes.

Mr. Metzler: When did that occur?

Mr. Grimm: I don't know whether that occurred in Eniwetok or Ulithi. We had taken so many of these islands afterwards. We were at Tarawa, Apamama, the bloody cliffs of Peleliu.

Mr. Metzler: You guys were everywhere.

Mr. Grimm: We were.

Mr. Metzler: I'm just going down here and just checking the list. Just about everything has to be checked. So the activities at Peleliu and Tarawa, again, protecting the flattops or operating independently?

Mr. Grimm: Protecting the flattops. We were with them. If they ran into trouble like they did down there at Tarawa. The Marines were getting slaughtered down there. They brought us in close and we started hitting their pillboxes with 5-inch 38

fire direct. That eliminated it to the point the Marines got up over the bulkhead.

Mr. Metzler: You did some bombardment of the shoreline.

Mr. Grimm: We went in and pinpointed the ones.

Mr. Metzler: What about kamikazes?

Mr. Grimm: We had another bad incident before we ever hit that. That was—I forget exactly what island it was. Could have been Santa Cruz. I’m trying to think of the name of the carrier that got sunk. I’d just got off the twelve to four watch. I was standing signal watches by myself. I went down below and it was so hot it was just unbelievable. You lay in your sack and you just sweat. So I got up, put my dungarees and my shirt back on.

Side A ends and Side B begins:

Mr. Grimm: –not the most comfortable thing in the world but it was cool, a lot cooler. I was laying there. This torpedoman, they have the torpedo directory up on the bridge for firing torpedoes, cranking or disposition and everything, he came over and he said, “Grimm, how about taking my earphones while I go down to the galley and get a cup of coffee?” I said, “Well, before you do, go in and get permission from the officer of the deck so that he knows where you are.” He came out and said, “He said it’s alright.” So, I took the earphones and put them on. We were on the port of the *Lipscombe Bay* in the anti-submarine screen. I was leaning there with my back against the bulkhead. All of a sudden, the *Lipscombe Bay* just went up in one tremendous explosion. The pieces started flying all over and landing on the ship and I figured, “What in the hell?” Then somebody reported that there was a torpedo wake to port side. What they had done is they had fired under us, I guess, the guy figuring he was going for the ship. The *Lipscombe Bay* was a CVL. A CVL is a heavy, not a fleet carrier, but—

Mr. Metzler: Isn’t that what they called the jeep carriers?

Mr. Grimm: No, jeep carriers were a little smaller than that.

Mr. Metzler: Were smaller than that.

Mr. Grimm: This was the ones that were made on the keel of a heavy cruiser. They made a carrier out of them. They had CVEs, CVLs, and then CVs. This was a CVL. I guess, the Jap sub when he set it figured he didn’t want to hit the destroyer, he was going for the carrier. He shot under us and it went underneath us and hit

the carrier. She blew up. We spent the rest of the day practically picking up survivors. Everybody in the area—a couple of destroyers were left to pick up survivors. We picked up the captain, the air commander, and bunch of the officers, and a lot of enlisted men. They were soaked with oil.

Mr. Metzler: Bad shape, I imagine.

Mr. Grimm: Bad shape, yes. Burned and everything else.

Mr. Metzler: When you pick up wounded like that, severely wounded and a lot of them, what do you do then? Take them to hospital ships or on the shore somewhere or what?

Mr. Grimm: It all depends. If it's during an air raid when the ship gets hit, you can't even stop to pick up survivors. You have to keep right on going. That happened to us a couple of times, too. What you do is you take the ones that are—we had a doctor aboard ship and he would try and give them first aid and do the best he can. They used the wardroom table for an operating table to take care of the guys that were badly hurt. That was really an eye opener, I tell you.

Finally our fuel pumps went on us to the point that we couldn't maintain speed. Sometimes they would kick out on us. So, they sent us back to San Pedro for a forty-day overhaul.

Mr. Metzler: Where is San Pedro?

Mr. Grimm: California.

Mr. Metzler: Okay, so this is back stateside.

Mr. Grimm: Los Angeles, yes. All the crew got twenty days' leave. Half got twenty and then the other half got twenty. Then we turned around and went back out. That's when we started hitting places like Ulithi, Kwajalein, Roi anchorage, and Majuro. After a while, they all run together. From then on we were island hopping with the carriers.

Mr. Metzler: That return to the States was in '43?

Mr. Grimm; '43, yes.

Mr. Metzler: During your twenty days' shore leave, did you go back home or did you stay in the LA area or what?

Mr. Grimm: I got as far away from the ship as I could get. (laughs) I went home.

Mr. Metzler: What was it like to go back home?

Mr. Grimm: I sometimes, and I think about these poor guys in Iraq, sometimes I think it's worse going home and going back out again than if you stayed there with the hopes that you're going to go home. Because when you have the hopes that you're going to go home, you have something to grab hold of. But when you've been home for twenty days and you know you're going right back out and go through what you've already seen in a two-year period and knowing that you're a hell of a long ways from Japan from where you are, you've got a lot more in front of you.

We came back and started hitting all these different islands. Some of the high points were Saipan, Tinian, Rota, Guam, all those places. They made those long-range carrier strikes. Planes were coming back and they were dropping in the water. It was during the night and you had to go out and stand on the bridge and you hear a whistle. You turn your signal light on and see if you can't pick a guy up in the water because you could hear them but it was dark and you couldn't see them. You were afraid of running over him and chopping him up. I tell you, the guys that were the carrier pilots, I take my hat of to any one of them because I'll tell you, those guys had a lot of guts. I mean, a lot of guts.

After we hit all these islands, we went down into the Bismarck Archipelago which was Manus Island. From there, we formed up and went into the Philippines. The Philippines was where we had the Battle of Surigao Straits where the Japs came up through from Singapore up through there. The San Bernardino Straits—

Mr. Metzler: You were still doing carrier protective duty?

Mr. Grimm: No, we had been moved out from there and put in with Douglas MacArthur's Seventh Fleet.

Mr. Metzler: You went into the Seventh Fleet at that time.

Mr. Grimm: Yes, Dugout Doug.

Mr. Metzler: What did you call him again? (laughs)

Mr. Grimm: Dugout Doug.

Mr. Metzler: Dugout Doug.

Mr. Grimm: That's what everybody called him.

Mr. Metzler: Why did they call him that?

Mr. Grimm: Because he left the Philippines and left all the soldiers there and they had the Death March and he took off.

Mr. Metzler: And he said he'd be back.
Mr. Grimm: And he did.

Mr. Metzler: And he was.

Mr. Grimm: We went in there and we made the landing at Leyte. We were protecting the transports. Never in my life have I ever been in such violent thunderstorms as they have in the Philippines. It would be pitch black. So black you couldn't even see your hand in front of you. Then there would be a bolt of lightening and the thing would light up just like daylight and then solid black. Your eyes got to the point that after half an hour you had the worst headache you ever saw in your life from that constant flashing. Terrible.

Mr. Metzler: Was this a typhoon or just a normal storm?

Mr. Grimm: No, just a storm. Hot as hell there, too, down in Leyte and down in Mindanao down in that area. That's where the old saying comes "The monkeys have no tails in Zamboanga." (laughs)

Mr. Metzler: That must be a song I've not heard.

Mr. Grimm: There's probably a lot of them you haven't heard.

Mr. Metzler: It may be just as well.

Mr. Grimm: Just as well, right. Then, of course, they had that big major battle the Second Battle of the Philippine Sea, I guess they would call it. Where the Japs came through the San Bernardino Straits south of Manila and sunk some of our carriers by surface action because Halsey had gone north and left them completely unprotected, Leyte.

Mr. Metzler: Yes, the world wonders where is—

Mr. Grimm: But the worst was yet to come. After the Battle of Surigao Strait, we then left Leyte and went up to Lingayen Gulf which is northern Luzon.

Mr. Metzler: I've got a map here in front of me.

Mr. Grimm: The Philippines?

Mr. Metzler: Yes, the Philippines. This is Luzon here.

Mr. Grimm: Leyte Gulf is back up in here.

Mr. Metzler: It's not a very good map but it's the only one I've got. This was north of Manila?

Mr. Grimm: Here it is right there. This is Lingayen.

Mr. Metzler: Yes, I do see it now.

Mr. Grimm: Lingayen Gulf, right in there.

Mr. Metzler: I do see it now.

Mr. Grimm: I told you I had these two times in my life I knew I wasn't going to live. One was with the *Gwin* when the torpedo planes were coming in. Second was right there in Lingayen Gulf.

Mr. Metzler: L-i-n-g-a-y-e-n.

Mr. Grimm: Yes. They had Japanese swimmers, suicide swimmers. They had Japanese suicide boats. The bows would be loaded with explosives and they would ram into you. They had Jap suicide planes. I mean, not a few but a lot of Jap suicide planes. Then they had these Baka bombers that would fly off the Jap Betties and drop on you at six hundred miles an hour. We had all that to contend with.

What we would do is by daytime we would cover, be to the windward of the battleships that were there to protect the landing force and cover them with smokescreens when they had an air raid or anything. Then at night we would go out of the Gulf out into the ocean and patrol up and down there to make sure. But by this time the Japs were getting smart. They were coming over with Kawanishi flying boats and dropping flares. Then the suicide planes would see and come in.

I just knew that I'd never get out of there alive. I said, "This is impossible." They lost 128 ships, either sunk or damaged. Probably up close to a thousand sailors were killed. It was so bad that there were rumors that they were going to call off the invasion of Lingayen Gulf because there was so much suicide. That was just a forerunner of what was going to happen in Okinawa and Iwo and then when you hit the mainland of Japan which would have been absolutely unbelievable. I went in to Japan after the war on a minesweeper of all things. I figured how damn dumb can I get? But I was assigned to it. I was the navigator so I went on.

Mr. Metzler: You did come through this Lingayen Gulf encounter.

Mr. Grimm: Yes.

Mr. Metzler: Was the *Maury* hit?

Mr. Grimm: No, we weren't.

Mr. Metzler: Very fortunate ship.

Mr. Grimm: We were the luckiest ship in the United States Navy, I swear to God. If I could have been put on any other ship in the world, that was the best one to be on. We had two outstanding captains. Captain Simms. They were all Naval graduates. Captain Koenig was our second captain. During the heaviest part of the war we had those two on there and they were extremely good captains. That means a lot. The crew had a lot of confidence in them.

Mr. Metzler: About how large a crew was on a destroyer like the *Maury*, just roughly?

Mr. Grimm: I'm just guessing. I knew at one time but I'd say around three hundred. Somewhere around that. Eighteen officers and maybe three hundred enlisted men.

From there what they did is take us back down to Manus Island. They were bringing carriers in and there were CVs and CVLs and jeep carriers. They would pull us back down out of there and we were doing patrol duty and covering them for flight duty down there while they were training air crews. Two destroyers came out and relieved us and told us to come back into Seadler Harbor, Manus Island. We did and they assigned us to the *Tennessee*, I think it was. Battleship *Tennessee*. We were to take her back to Pearl Harbor.

I tell you, if somebody had taken a rope that you'd been tied up in and cut it loose and let you stretch out. You could breathe, you know? Up until that point you were just—the tension was so bad because you knew you were going—Everytime you would go down to Manus or Ulithi or Leyte or where ever you'd pick up a group and you'd take them back up to Lingayen Gulf. You were up there for a week to ten days. Then you'd take an empty bunch of ships back down. Just got to the point that you talk about being "Tulagi groggy" from drinking alcohol, this was just plain "Tulagi groggy" from getting nothing.

The food was terrible because you were so damn far away from your supply lines. The food was absolutely terrible.

The good news was we went back to Pearl. They kept us there for about three months. The other ships, the *Gridley* and the *Craven* that came up with us and were part of our fleet, our squadron, they had already all gone back to the States and here we are, we're still there. There were rumors that they were going to patch us up and send us back out to the Pacific because of so many destroyers being lost at Okinawa. Finally, we got word we were going to the States. We made up a homeward pennant because we hadn't been back to the States in about five years, five or six years. That thing was so long you could hardly get out of the harbor without it catching onto something. (laughs) I broke out in hives. I never had hives in my life. Didn't know what the hell it was. I was itching, scratching, bumps all over me. Doc says, "It's tension." I said, "From what?" He said, "Just relief in knowing you're not going to get shot at for a while."

We came back to San Diego which was a destroyer base. They took off our torpedo mounts which was four different mounts with four each. They sent us down to—because from the suicide plane that almost hit us—I didn't tell you about that. Suicide planes, three of them, came in on us. Two of them were shot down on the starboard quarter and the other one came around the fantail and was heading for the ships inside the screen. I guess he got hit and figured he was not going to make it so he turned and he was making a dive on us. My buddy which I went through boot camp with was a 20mm gunner on the after deck house. This guy, he was crazy, I'd swear to God he had to be, Danny Gama. He was Portuguese. Nicest guy in the world.

Mr. Metzler: What was his last name?

Mr. Grimm: Gama, G-a-m-a. He had already gotten a Bronze Star for shooting down a twin-engine bomber by himself. He said, "I can't wait till General Quarters comes." He said, "I just can't wait to get a gun and get strapped in and start shooting." He said, "What a feeling!" I said, "You're crazy. You're absolutely out of your mind. Why in the hell you want to get in there and do that?" This plane came in and started diving on us. He was like this, sideways, like he was going to hit right below the bridge. The whole thing would have went. Just like somebody had taken a string and tied on to this guy, Danny dumped a whole magazine of 20mm in him. He was hitting him, too, because I was up on the bridge and I couldn't go anyplace. I was watching the thing. Danny's pumping just like somebody had tied a string on him and pulled him right down alongside the ship. When it hit the water alongside the ship, which was maybe fifty yards away or whatever, the bomb went off but the canopy and stuff were facing towards the ship. Parts of the plane flew over and landed on the ship. The main explosion was sort of away from the ship but it buckled some of the plates. We were definitely out of the war at that point because we were going to have to go back to get some major work done.

Mr. Metzler: And that wasn't even a hit. That was just a near miss.

Mr. Grimm: We had some near misses. With bombs we got straddled a couple of times. My buddy, Casey Janek (spelling?), was a soundman and had both his ears punctured. He was discharged on medical discharge on account of that.

When we hit San Diego, a third of the crew was immediately given thirty days' leave. I'm from the West Coast but I was kept on there because they needed me to be doing navigation work around. (laughs) How the hell lucky can I get, you know?

We went down off the coast of Guatemala and down through there into Panama. We'd stayed in San Diego for about a week and a lot of us went down to Tijuana and got roaring drunk. I mean we got drunk. We knew we were going to the East Coast. We figured if we go to the East Coast, one of two things. They were going to patch us up and make a picket ship out of us knowing we were going to get sunk anyway. Or they're going to decommission the ship and take the crew and put it on another destroyer, new destroyers were coming out, and send us all back out again. Every place they assigned us Norfolk, Virginia, Portsmouth, they were full. Philadelphia Navy Yard, that's full. They had a berth open in New York so they sent us to New York. When I was in New York I had a seventy-two hour pass and the war ended while I was in the middle of Times Square. Honest to God.

Mr. Metzler: You were in Times Square when the war ended, when V-J Day was announced.

Mr. Grimm: Yes, when the war ended. I was probably from the beginning to the end. I stayed on the *Maury* and took her down to Philadelphia. We decommissioned her there October 19th in Philadelphia.

Mr. Metzler: What was going on in Times Square when you heard about V-J Day?

Mr. Grimm: Everybody was standing almost stock-still watching this thing go around up there. Then it said it's finally official the Japanese have surrendered. We had on whites and had a neckerchief. The captain we had at that time was a reserve officer and you had to have all your campaign bars on and everything else. When you were in the Navy you'd take your wallet and put it—did you ever see how sailors wore their wallets?

Mr. Metzler: No.

Mr. Grimm: Let me educate you some more. You take your wallet and you put it like this.

Mr. Metzler: Down in the front of your pants with part of it hanging out.

Mr. Grimm: Then you pull your jumper down over the top of it. So that way you never lost it.

Mr. Metzler: And you never got your pocket picked.

Mr. Grimm: Never got your pocket picked. Except that night. It was such a mob. If you were standing there and somebody went this way, that's the way you went.

Mr. Metzler: Cheek by jowl, huh?

Mr. Grimm: Oh lord, boy, and how. They grabbed my neckerchief. They grabbed my white hat. Ripped my campaign bars off my jumper. My wallet got stolen. The whole works.

Mr. Metzler: You got rolled.

Mr. Grimm: I got rolled is right. (laughs) Really rolled. If you had your blues, on the cuffs of your blues when we were in Hawaii we put silk like in here so that you wouldn't soil them. Then we would slit this bottom here and take a twenty dollar bill and fold it and stick it back underneath there so if you got rolled, you always had some money. That's how we kept our money.

Mr. Metzler: That's good. At least some of it.

Mr. Grimm: You know how the stores are in New York City, I guess they're the same way every place. Two of them like this and a door here and a door here. Sort of funneled the people down in towards the door from the windows as you're looking in.

Mr. Metzler: Right.

Mr. Grimm: I woke up laying in one of these alcoves with a guy off of one of the destroyers that was in our squadron. Off the *Gridley* or *Craven*, I forget which. He looked at me and said, "How the hell did we get here?" Our whites looked dungarees. We were filthy dirty. We said, "We gotta get back to the ship." He said, "Yeah, but how the hell are you going to get back there? You can't walk." (laughs) I said, "Well, we'll see what we can do." We were walking past this restaurant and you could smell this coffee. I said, "Oh man, I could go for a cup of coffee." He said, "You got any money?" I said, "I don't have a penny." So, we went in to the guy and said, "You know, we got rolled last night. We lost everything. We'd love to have a cup of coffee but we don't have a penny on us." He said, "Sit down. I'll get you some breakfast."

Mr. Metzler: Man.

Mr. Grimm: Yes. I could almost cry. The guy was so nice. When we got done eating we went to the subway, Eighth Avenue which takes you into the Brooklyn Navy Yard. We walked up to this gal in the back, at the desk or whatever they had there with glass around it and said, “We have to get back to the Navy Yard but we don’t have any money.” She says, “Jump over the turnstile and the next subway that comes along, take it.” That’s what we did. Went back to the Navy Yard and the Marines put us under arrest immediately because we had no ID. No nothing.

That was the end of the war for me, the war anyway. Then I went with the *Maury* down to Philadelphia and decommissioned her. Met my wife while I was down there. Still had nineteen months to do. I shipped out and went to Japan on a minesweeper and swept mines.

Mr. Metzler: Tell me about that Japan experience. What was that like?

Mr. Grimm: That was a nightmare. That’s the reason I got out of the Navy. We swept mines in the Tsushima Strait which is between Japan and Korea. We swept the Pescadore Strait which is Formosa to China. We swept around all the islands, Miyakejima, Okinawa, all those areas down in there. Our captain was an alcoholic. He was a mustang. He’d been a chief gunner’s mate on a submarine before he became a captain on a minesweeper. During the war, the minesweepers had some pretty rough, dirty duty and I can imagine probably the reason he became an alcoholic. We’d pull into places like Sasebo and Nagasaki, Japan, and tie up to the docks. They’d bring six-inch water lines aboard and tie in so you wouldn’t have to use your vaps to make water. He’d turn the water off. You’d only get water for half an hour in the morning, half an hour at lunch, and half an hour at night. He’d address the crew, “Now listen to this. I’m the captain. I want all you cow shit kickers to—“ That’s how he talked to you. You had no respect for the guy whatsoever. You were scared to death of what the hell he was going to do out in the minefields. I said, “If I get off this thing, I’m never going to stay in this man’s Navy. Never.”

Mr. Metzler: Did you go onshore in Japan at all?

Mr. Grimm: Oh, yes.

Mr. Metzler: What did things look like? Where did you go ashore?

Mr. Grimm: We were in Fukuoka; we were in Sasebo; we were in Nagasaki. When we left to come back to the States, we were in Yokosuka. Went from there up to Tokyo which was all burned out. Nagasaki was hit by the atomic bomb back there and that was all fenced in and closed up. Sasebo was nothing, there was

not a thing wrong with it. I didn't smoke so I sold my cigarettes on the black market and bought sake and got drunk on that. (laughs) Like one Japanese woman who could speak a little pidgin English said, "All the time said 'American no good. Rape you.'" She said, "Now pom pom number one business in Japan." That was something else. I learned to eat squid and drink sake. I stayed away from the women. I was engaged. My wife probably might not believe me.

Mr. Metzler: They're waiting at the front lobby for you when you're through.

Mr. Grimm: Whenever you're done.

Mr. Metzler: What I'd like to do is go back and ask just a couple more questions.

Mr. Grimm: Alright, go ahead.

Mr. Metzler: If I can use the term "life on the boat" "life on the tin can," we've talked a lot about the instances where you had combat and those kinds of things. You mentioned that the food was lousy because you were a long way away from supply lines, but other than that, what was it like? How close were you to your shipmates? You've mentioned what your captain was like. Tell me a little more.

Mr. Grimm: Never saw one fight aboard ship in all the almost four years I was on there. Over on the beach we'd get in fights. Got in a lot of them over there. Saw a lot of guys getting in fights. Everybody would stick up for everybody else over there. But aboard ship there were no fights. We never had any thievery aboard ship. It was really a close-knit, good group of guys. Made a lot of friends. Lost a lot of friends that got transferred and went to different ships and different things. There was no backstabbing. It was a pretty good life.

In the beginning of the war it wasn't that bad until we hit down at Guadalcanal. Guadalcanal was rice and Spam and hardtack. Same problem with the food down there. Once we got out of Guadalcanal and all those night engagements (they were terrible), once we got out of all them and got back operating with the fast carriers in the middle of the Pacific Ocean, life was a lot more normal. Sure you had air attacks now and then but you also had combat air patrol. Then we moved from that lullaby up into the Philippines. I'd say on shipboard everybody respected the fact that if you had water hours it was because the engineers were having problems with the vaps and weren't getting enough fresh water. If somebody would catch somebody else letting the water run, they'd chew his ass out, you know. It was a good thing.

Mr. Metzler: What about contact with and communications with the home front when you were out on duty? I guess an occasional letter or what?

Mr. Grimm: We were at Manus Island one time which was down Seeadler Harbor before we went up into the Philippines. For Christmas Day I got a fruitcake from my sister. She'd always send me one every year for Christmas. It was a year old. It was nothing but crumbs. (laughs) But we ate it and enjoyed it tremendously. Mail was a tough thing because we were moving so fast especially with the carriers. That was another job that the destroyers had, pick up forty bags of mail and deliver it to all the different ships in the fleet that you were with.

Mr. Metzler: So you got an occasional letter about what was going on at home and that kind of thing.

Mr. Grimm: Yes, I got mail. In fact, I got letters from my sisters. I had three sisters and five brothers. My mother was a graduate from a finishing school and it took me two days and two readings to decipher what in the Sam Hill she was trying to say. (laughs) She had the awfulest writing in the world, I swear to God. My sister saved all my letters that I wrote. My granddaughter, who will be eighteen shortly, is quite a scholar and has taken all of them and is putting them in a book with headlines under them. The old V-mails and the censor's marks on them, areas which were cut out and different things.

Mr. Metzler: Somebody spent a lot of time censoring those things.

Mr. Grimm: Oh, can you imagine. Wonder they didn't try to blackmail us.

Mr. Metzler: Is there anything else you'd like to mention while we've got the time here?

Mr. Grimm: I think what you're doing is great. It's a shame there are going to be a lot of people, not only Navy but I mean, just like my own son, "Where is New Guinea?" New Guinea is north of Australia. On the map flying out here they showed where the airlines connected.

Mr. Metzler: Right, where the airlines came.

Mr. Grimm: I said, "Here's New Guinea. Here's Australia. Here's the Philippines." I don't think that the younger generation knows enough about how we got involved and why we got involved which was the oil embargo and the steel embargo and everything else. Living on the West Coast they closed all the ports to Japanese ships. They more or less forced the Japanese to start a war to do something. Unfortunately, we're now engaged in another war that has a lot of parallels, I guess, in someways.

Mr. Metzler: Yes, what goes around comes around it seems.

Mr. Grimm: Sooner or later. It's a shame that a lot of this is going to be lost. Thanks to fellows like you and people like this narrative that this officer wrote. He had such good sources. He was in the CIA for twenty-seven years so he got all the information and he got all the ships' logs and he got all the battle reports made by the captain after each one of the engagements. He made a narrative out of it. He wrote it down. Whenever I get upset sometimes I'll open it up to one of these pages like "Battle of Lingayen Gulf" and I figure, "Well, I'm alive and I'm still here."

Mr. Metzler: And I could have been back there.

Mr. Grimm: I could have been floating in the bottom of the ocean.

Mr. Metzler: You bet.

Mr. Grimm: Absolutely.

Mr. Metzler: It sounds like a really lucky ship.

Mr. Grimm: It was. It was good run ship and I was going to say a happy ship but how the hell can you be happy when you're shot at all the time? We weren't fighting with each other, that's for sure. One thing I'll say, on the minesweeper we had some thievery after the war was over but on the destroyer never had any thievery. We had Annapolis captains up until the war ended and then we got a reserve officer. You knew what the book says, "rocks and shoals" they call it. You knew what the uniform of the day was; what your work plan was; what your watch was. Do what you're supposed to do and there were no problems. We didn't have the incidents like Captain (?) on the minesweeper calling up and insulting you.

Mr. Metzler: Thank you for spending the time to share.

Mr. Grimm: I want to thank you because I'll tell you one thing it's only because of guys like you that the word is going to get out.

Mr. Metzler: That's what we're trying to do. Thanks again.

Proof

Bonnie Day Rush
April 20, 2010
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