

NATIONAL MUSEUM OF THE PACIFIC WAR

THE NIMITZ MUSEUM

PRESENTS

AN ORAL HISTORY BY

JAMES P. BOWELL

INTERVIEWER - KENNETH THOMPSON

TAPE NO 1317

MAIN SUBJECT

DUTY ABOARD MINE SWEEPER *USS DEFENCE*
DURING ISLAND INVASIONS IN THE PACIFIC

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THIS IS KENNETH THOMPSON. TODAY IS FEBRUARY 17, 2005. I AM INTERVIEWING MR. JAMES P BOWELL. THIS INTERVIEW IS TAKING PLACE IN THE BETHANY LUTHERAN CHURCH AT 110 W. AUSTIN ST. IN FREDERICKSBURG, TEXAS. THIS INTERVIEW IS IN SUPPORT OF THE NATIONAL MUSEUM OF THE PACIFIC WAR CENTER FOR WAR STUDIES FOR THE PRESERVATION OF HISTORICAL INFORMATION RELATED TO WORLD WAR II

MR. BOWELL, THANK YOU VERY MUCH FOR TAKING THE TIME TO RELATE THE EXPERIENCES YOU UNDERWENT DURING WORLD WAR II.

COULD WE START OFF WITH WHERE AND WHEN YOU WERE BORN?

JAMES

I WAS BORN IN ST. PAUL, MINNESOTA NOVEMBER 15, 1924.

KEN

WHAT WERE YOUR PARENTS NAMES?

JAMES

MY FATHER'S NAME WAS RALPH AND MY MOTHER'S NAME WAS LEON (SP???)

KEN

CAN YOU TELL ME WHEN YOU JOINED THE SERVICE?

JAMES

PEARL HARBOR WAS ON A SUNDAY AND MY BROTHER AND I WERE SQUIRREL HUNTING. WE WENT INTO A GROCERY STORE AND WE HEARD WHAT HAPPENED. WE RAN HOME, TOLD BROTHERS AND FATHER AND SO FORTH. THE NEXT DAY, MY FATHER AND FOUR SONS WENT DOWN TO THE FEDERAL BUILDING ONLY TO FIND A LINE GOING ALL AROUND THE FEDERAL BUILDING. EVERYBODY WAS ENLISTING. I WAS UNDERAGE AT THE TIME AND THEY TOLD ME TO GET LOST.

KEN

HOW OLD WERE YOU?

JAMES

I WAS JUST TURNING---- I HAD JUST TURNED 17 BUT THE LIMIT AT THAT TIME WAS 18 BUT THEY REDUCED IT TO 17 AND ALLOWED ME TO GET IN A COUPLE OF MONTHS LATER.

KEN

WHAT BRANCH WERE YOU TRYING TO GET INTO?

JAMES

I WAS TRYING TO GET INTO THE NAVY.

KEN

YOU SAID YOU HEARD ABOUT THE ATTACK AND YOU RAN HOME AND TOLD YOUR FAMILY. WHAT WAS THEIR RESPONSE WHEN YOU TOLD THEM WHAT HAPPENED?

JAMES

FOR SOMEBODY TO ATTACK THE UNITED STATES AT THAT TIME WAS JUST SOMETHING THAT DOESN'T HAPPEN. WE DID NOTHING BUT TALK ABOUT ENTLISTING THE NEXT DAY AND WHAT SERVICE BRANCHES WE WOULD LIKE TO BE.

KEN

DID ALL OF YOU DECIDE ON THE NAVY?

JAMES

NO. MY BROTHER BOB, AIR FORCE, MY BROTHER BILL, THE PARATROOPER WHO LANDED AT NORMADY AND JIM AND MYSELF, IN THE NAVY AND BY BROTHER TOM, IN THE NAVY.

KEN

DID YOU SAY YOUR FATHER ALSO?

JAMES

MY FATHER WENT DOWN BUT BECAUSE AS AN INFANT, HE HAD INFANTILE PARALYSIS, HE HAD ONE LEG A LITTLE BIT SHORTER THAN THE OTHER. FOR THAT REASON, THEY WOULDN'T LET HIM IN DESPITE THE FACT HE REALLY GAVE THEM A PIECE OF HIS MIND.

KEN

WHAT CAUSED YOU TO CHOOSE THE NAVY OVER ANY OTHER BRANCH?

JAMES

ACTUALLY, MY REAL INTEREST WAS IN THE AIR BUT I WAS STILL IN HIGH SCHOOL AND THEY HAD A AGE LIMIT AND I WAS A LITTLE BIT AHEAD OF MYSELF BECAUSE OF THE MONTH I WAS BORN IN. THE OTHER GUYS WERE 18 AND THEY GOT IN THE AIR, NAVY AIR CORPS AND THE ARMY AIR FORCE. ACTUALLY, THE NAVY WAS THE NEXT PREFERABLE THING TO ME.

KEN

ONCE YOU ENTERED THE SERVICE, WHERE DID THEY SEND YOU FOR BOOT CAMP?

JAMES

I WENT TO ROYAL (SP???) CHAMBERLAIN, WHICH IS THE NAVAL AIR STATION IN MINNEAPOLIS. IT WAS A NAVAL AIR STATION AT THE TIME.

KEN

HOW LONG WAS YOUR BOOT CAMP?

JAMES

I WENT IN , I THINK IT WAS FEBRUARY, 1942 AND I NEVER GOT ABOARD ----- I COMMISSIONED THE *USS DEFENCE* IN SAN FRANCISCO IN ABOUT THE SAME MONTH, FEBRUARY OF '44. I HAD ALREADY TWO YEARS UNDER BY BELT.

KEN

WHAT DID YOU DO FOR THOSE TWO YEARS? WHAT WERE YOU DOING?

JAMES

I TRAINED TO BE A SIGNALMAN. I TRAINED IN SONAR. I TRAINED IN SUBMARINE DUTY. THEY WANTED YOU TO BE ABLE TO PLACE YOU ANYWHERE THEY NEEDED YOU. I GOT A LOT OF TRAINING.

KEN

WAS ALL OF THIS TRAINING IN MINNESOTA?

JAMES

I WAS IN MINNESOTA, THE SUBMARINE SCHOOL WAS IN PEARL HARBOR. THAT WAS AFTERWARDS. THE REST OF IT WAS IN MINNESOTA.

KEN

WHEN DID YOU GO TO PEARL HARBOR FOR TRAINING?

JAMES

I WENT TO PEARL HARBOR. I WAS ALREADY ABOARD THE *USS DEFENCE* THEN. I TRAINED FOR SUBMARINES IN APRIL OF 1944.

KEN

DO YOU REMEMBER HOW YOU GOT TO YOUR FIRST BOOT CAMP, YOUR FIRST TRAINING ASSIGNMENT? WHEN YOU FIRST GOT TO BOOT CAMP, HOW DID YOU GET THERE?

JAMES

IT WAS A LITTLE DIFFERENT BECAUSE I WAS AT A NAVAL AIR STATION. MOST OF WHAT I DID WAS GUARD DUTY, SHORE PATROL AND SO FORTH. NOT MUCH OF ANYTHING ELSE. I CONSIDERED THE TIME AT ROYAL CHAMBERLAIN A WASTE OF TIME. BUT, I DID GO TO SIGNAL SCHOOL TOO. I BECAME FAIRLY ADEPT AT SIGNALING.

KEN

HOW LONG DOES ONE HAVE TO TRAIN?

JAMES

IN ORDER TO TRAIN FOR THE MORSE CODE AND SEMIPHORE, YOU HAVE TO SPEND A DILLIGENT SIX MONTHS. YOU HAVE TO GET A KEYBOARD AND SPEND MOST OF YOUR TIME SENDING MESSAGES TO YOURSELF.

KEN

TAKE ME THROUGH A DAY OF TRAINING FOR SEMIPHORE. HOW WOULD YOU DO THAT?

JAMES

THE SEMIPHORE TRAINING WAS: YOU ARE GIVEN A BOOK THAT SHOWS THE POSITION OF THE FLAGS AND THE LETTERS THAT IT REPRESENTED. YOU PRACTICE FROM THAT BOOK. THEN YOU WOULD CHALLENGE ANOTHER SIGNALMAN WHO WAS TRAINED TO BE A SIGNLE MAN, YOU WOULD CHALLENGE HIM TO READ YOUR SEMIPHORE WORK AND YOU WOULD READ HIS. AFTER A WHILE, YOU BECAME ADEPT ENOUGH. ALSO, WE PRACTICED ON LIGHT. IN THE NAVY, MOST OF THE SIGNALMEN GOT SO FAST, THAT TO A NORMAL EYE, IT LOOKED LIKE A BLUR. BUT, TO A SIGNALMAN, IT REPRESENTS DOTS AND DASHES.

KEN

HOW LONG WAS YOUR TRAINING FOR SEMIPHORE?

JAMES

FOR SEMIPHORE, SIX MONTHS. THAT INCLUDED AT THE TIME, LIGHT.

KEN
THAT INCLUDED LIGHTS AND THE FLAGS?

JAMES
THE LIGHTS AND THE FLAGS, YEAH, AND RADIO KEY. YOU HAD TO FILL IN FOR RADIOMEN. THEY WERE CALLED "SPARKS" ABOARD SHIPS. YOU BECAME A "SPARKY" IF THERE WERE NONE OF THEM LEFT.

KEN
SO YOU LEARNED SEMIPHORE AS WELL AS MORSE CODE?

JAMES
CORRECT.

KEN
I THINK YOU SAID, FOR THE FIRST TWO YEARS, YOU WERE TRAINING. 'TIL '44?

JAMES
RIGHT. I WAS ON AN AIR BASE WHERE THEY TRAINED----- IT WAS AN ADVANCED COURSE. WE HAD THESE STEARMAN TRAINERS. IT WAS THE JOB OF MOST OF THE SAILORS LIKE MYSELF TO STAND DUTY TO GUARD THOSE AIRPLANES AND SO FORTH.

KEN
HOW DID YOU FINALLY GET SEA DUTY?

JAMES
I REQUESTED IT FOR ONE THING. THE NEXT THING I KNEW, I WAS ON A TRAIN GOING TO SAN FRANCISCO. THAT WAS A GREAT TRIP IN ITSELF WITH ALL THE U.S. O. LADIES ALONG THE WAY. THEY REALLY TOOK CARE OF THE SERVICE PEOPLE. YOU STOP IN A TOWN AND YOU KNOW, THERE WOULD BE ALL THESE LADIES WITH THE DOUGHNUTS AND SO FORTH. IT WAS MEMORABLE. I WOULDN'T LIKE TO DO IT AGAIN BUT I HAD A TREMENDOUS EXPERIENCE IN THE SERVICE.

KEN
YOU GO TO SAN FRANCISCO

JAMES
WE WENT TO SAN FRANCISCO. WE WERE ASSIGNED TO TREASURE ISLAND TO AWAIT THE SHIP THAT HAD BEEN DESIGNATED FOR THE BRITISH NAVY. IT WAS CALLED THE *USS AMITY* ALTHOUGH IT NEVER SET IT'S

KEEL IN WATER YET. THEN, THE BRITISH DECIDED IT WASN'T STURDY ENOUGH, BUT YET, WE RODE OUT ONE OF THE WORST STORMS IN THE PACIFIC EVER. THAT SHIP RODE IT OUT, THANKS TO OUR CAPTAIN. THEN IT WAS CHANGED FROM *USS AMITY* TO *USS DEFENCE* AND BECAME A UNITED STATES SHIP. THAT WAS AT TREASURE ISLAND WHERE ALL THE CREW WAS KEPT UNTIL THE SHIP WAS READY.

KEN

OK. AND THE SHIP WAS COMMISSIONED IN FEBRUARY OF '44?

JAMES

YES. WE SHOOK IT DOWN TO SAN DIEGO. WE HAD A LITTLE PROBLEM WITH THE SHAFTS OUT OF ROUND IN THE ENGINE ROOM, SO ACCORDING TO THE ENGINEERS. WE HAD TO TURN BACK TO SAN FRANCISCO TO GET REPAIRED AND THEN WE SET OFF FOR PEARL HARBOR.

KEN

TWO YEARS AFTER THE ATTACK AT PEARL HARBOR, WAS THERE STILL REMNANTS OF THE ATTACK?

JAMES

ABSOLUTELY. THE SPECTOR OF THE *ARIZONA* WAS INCREDIBLE, STILL SITTING THERE WITH HER MAST OUT OF WATER. YOU COULD SEE THE TREMENDOUS DAMAGE THAT HAD BEEN DONE. WE WERE TWO YEARS LATER. IT WAS AT THE END OF '41. SEE, THIS WAS AT THE BEGINNING OF '44, SO THAT'S REALLY TWO YEARS AND A COUPLE OF MONTHS.

KEN

WHAT WERE YOUR THOUGHTS WHEN YOU GOT INTO PEARL HARBOR? WAS IT WHAT YOU EXPECTED?

JAMES

ACTUALLY, OUR THOUGHTS WERE JUST SIMPLY, GET US OUT TO THE BATTLE ZONE. LET'S GO GET THOSE GUYS. I WAS JUST INCREDIBLE. I HAVE NEVER SEEN SO MANY BRAVE MEN IN MY LIFE.

KEN

LET'S TALK ABOUT THEM. DO REMEMBER ANY OF THEM. DO YOU STILL ASSOCIATE WITH THEM. WAS THERE ANYONE YOU WERE VERY CLOSE TO?

JAMES

YES. I WAS VERY CLOSE TO BOB MASSEY OF CALIFORNIA. UNFORTUNATELY, WHEN HE GOT OUT OF THE SERVICE, HE PASSED AWAY. FOR SOME REASON OR OTHER----- OF COURSE I HAD A LOT OF FRIENDS BUT, THE

ONE THAT REALLY STUCK WITH ME WAS BOB MASSEY. HE BECAME AN AUTO REPAIR MAN. HE WAS AN ENGINEER ABOARD THE SHIP. A GUNNERS MATE ALSO.

KEN

DID YOU KNOW HIM BEFORE DUTY ON THE-----?

JAMES

NO.

KEN

IS THERE ANYONE THAT WENT THROUGH BOOT CAMP AND WENT THROUGH THE TRAINING IN SEMIPHORES THAT ENDED UP ON THE SAME SHIP?

JAMES

NO. NO.

KEN

ONCE A SHIP GOES THROUGH THE SHAKEDOWN CRUISE, THEY MAKE THE REPAIRS AND THEN YOU SAY THEY GO TO PEARL HARBOR. HOW LONG DID YOU STAY AT PEARL HARBOR?

JAMES

WE IMMEDIATELY-----WE WEREN'T THERE VERY LONG BECAUSE WE STARTED TO GO OUT AND ACT AS A DESTROYER, WHICH IS TO SCREEN FOR CARGO SHIPS AND TROOP SHIPS. WE WOULD GO TO ENTIWETOK AND SAIPAN. WE TOUCHED ON AUSTRALIA AND THEN CAME BACK. OUR BIG MOMENT CAME WHEN ALL THE SHIPS GOT TOGETHER FOR THE BATTLE OF IWO JIMA AND THERE WERE HUNDREDS OF THEM AT MAJURO, AN ISLAND IN THE PACIFIC WHERE WE ALL GOT TOGETHER IN PREPARATION WHICH WAS MAINLY TASK FORCE 58. WE WERE AROUND TASK FORCE 58 FOR MOST OF THE WAR.

KEN

YOU MENTIONED THAT YOUR SHIP SERVED AS A DESTROYER TYPE.

JAMES

WE WERE A MINE SWEEPER. NOW THERE ARE DESTROYERS, THE DD's, THEY ARE 420 FEET LONG. THEN THERE ARE DESTROYER/MINE SWEEPERS, WHICH ARE ALMOST AS LONG AS A DD BUT THEY HAVE SWEEPING GEAR. THEN YOU HAVE THE "AM" TYPE WHICH IS AUXILIARY MINE SWEEPER. THAT ONE IS ONLY 220 FEET LONG. IT'S METAL. THEN THE WOODEN ONES ARE LITTLE 180's. THEY ARE WOODEN. THE REASON THEY ARE WOODEN IS THAT THEY DON'T ATTRACT A MAGNETIC MINE. THERE ARE DIFFERENT TYPES OF MINES.

KEN

WHY WAS YOUR VESSEL----- HAD A STEEL HULL. YOU SAID THE SMALL ONES HAD THE WOODEN.

JAMES

WE HAD REAL SOPHISTICATED GEAR. WE HAD WAYS OF SENDING OUT THE WRONG SIGNAL MAGNETICALLY. I DON'T KNOW EXACTLY----- A DEGAUZING METHOD OF SOMETHING THEY DO. WE JUST HAD A MORE SOPHISTICATED EQUIPMENT. THE "YMS" ARE THE WOODEN ONES. THEY WERE JUST MASSACRED DURING THE WAR. THERE WERE SO MANY OF THEM SUNK THAT IT IS UNBELIEVABLE. IT WASN'T BECAUSE THEY HIT MINES. THEY WERE LOST IN STORMS BY LOW FLYING AIRCRAFT.

KEN

WHO WAS THE CAPTAIN OF THE *DEFENCE* ?

JAMES

MY CAPTAIN WAS THE GREATEST MAN I HAVE EVER MET. HIS NAME IS GORDON ABBOTT. HE AND I STOOD SIDE BY SIDE FOR A COUPLE OF YEARS. IT WAS MY JOB TO BE AT THE CAPTAIN'S RIGHT HAND TO SEND WHATEVER SIGNALS HE WANTED. AND BY THE WAY, WE HAVE ANOTHER SIGNALING DEVICE WHICH IS ARRAYING THE FLAGS ON THE YARDARM. EACH FLAG IS A MESSAGE. THE LEAD SHIP GIVES A MESSAGE TO THE SHIP BEHIND HIM WHO IN TURN AND TURNS. NOW, WE HAD SIX OR SEVEN MINE SWEEPERS IN OUR COMMAND OF TEN. WE WERE LEADING THEM AND SIGNALING TO THEM ON RADICAL TURNS AND ESPECIALLY ON OKINAWA. WE LOST ALL TRACK OF EVERYTHING THERE.

I'VE GOT A PAINTING THAT A MAN WHO I THOUGHT WAS DEAD, SENT ME. THE MAN I THOUGHT WAS DEAD BECAME AN M.I. T. PROFESSOR. I WAS SIGNALING, I WAS TAKING HIS SIGNALS FROM THE DESTROYER *NEWCOMB* WHEN I SAW A KAMIKASE COMING LIKE TEN FEET OFF THE WATER. THAT'S THE WAY THEY CAME AT YOU. THE BREAK TRANSMISSION SIGNAL IS LIKE THAT YOU KNOW, WE WERE CLOSE ENOUGH THAT WE WERE IN SEMIPHORE. THAT PLANE WENT RIGHT INTO THEM. I WAS SURE THAT HE WAS DEAD. I'LL BE DOGGONE IF THROUGH THE COMPUTER AND EVERYTHING, WE DIDN'T FIND NATE COOK, A GRADUATE PROFESSOR OF M.I.T. ISN'T THAT AN INTERESTING STORY?

KEN

EARLIER, YOU SAID THAT CAPTAIN ABBOTT WAS ONE OF THE BEST MEN YOU EVER KNEW.

JAMES

YES. HE HAD SUCH AN ABILITY----- THE STORM OFF OKINAWA, THE WORST TYPHOON EVER, SO MANY SHIPS THAT WE SEARCHED FOR BODIES FOR TEN DAYS. THIS WAS AFTER THE WAR. THEY NEED SIGNALMEN. I HAD TO STAY IN AND GO BACK TO JAPAN FOR THE INVASION OF JAPAN----- FOR THE LANDING OF THE TROOPS. WE DIDN'T INVADE. AT ANY RATE, HE SAVED US IN THAT TYPHOON PLUS THE FACT THAT AT OKINAWA, HE DID AN INCREDIBLE JOB OF WARDING OFF AIPLANES THAT WERE DIVING AT US AND MISSING US. ONE WENT RIGHT BETWEEN OUR FUNNELS. ONE WINGTIP ACTUALLY HIT THE HELMET OF ONE OF OUR GUNNERS MATES, KNOCKED HIS HELMET OFF. HE SURVIVED. THE GUY CARTWHEELED INTO THE WATER AND BEFORE WE COULD STOP HIM, THE CAPTAIN WANTED ME TO YELL AT THE GUYS TO TRY TO SAVE THE PILOT WHO CAME UP FROM UNDER THE WATER. I THINK HE WAS DEAD. ANYWAY, THEY SHOT HIM TO PIECES WITH OUR 50 CALIBERS AT THE END OF OUR SHIP.

KEN

WHAT ABOUT BOB MASSEY? WHY IS HE SOMEBODY YOU REMEMBER SO FONDLY?

JAMES

BOB MASSEY WAS JUST, YOU KNOW, A COUPLE OF GUYS MEET AND THEY JUST SEE EYE TO EYE. THEY JUST FLAT ENJOY BEING AROUND EACH OTHER. BOB MASSEY WAS THAT SORT OF A GUY. HE WAS LIKED VERY MUCH BY EVERYBODY.

KEN

DO YOU HAVE ANY FUNNY STORY TO TELL ABOUT BOB?

JAMES

NO. I CAN'T THINK OF ANY AT THE MOMENT. I SPEND A LOT OF TIME TRYING TO REMEMBER THE DETAILS OF THE WAR, FOR CRYING OUT LOUD. LIKE MOST EVERYBODY ELSE, WE DIDN'T TALK ABOUT IT FOR FIFTY YEARS. MY NEICE CALLED ME AND SAID, "UNCLE JIMMY, YOUR PICTURE IS ON THE COMPUTER." I SAID, "YOU'RE KIDDING KAREN. FOR WHAT?" SHE SAID, "IT'S A PICTURE OF YOU IN A HELMET AND SOMETHING ABOUT YOU SAVING A LOT OF PEOPLE." I SAID, "YOU GOT TO BE KIDDING." THAT'S THE WAY I FOUND A CORDELL (????). THE GRANDSON OF ONE OF MY SHIPMATES. TODAY, YOU CAN PULL IT UP ON THE COMPUTER.

KEN

YOU SAID FROM PEARL, YOU WENT TO WHERE?

JAMES

FROM PEARL, WE STOPPED AT PEARL. PEARL IS A HUB FOR THE NAVY. IF YOU NEEDED REPAIRS LIKE OUT OF ROUND SHAFTS AND STUFF LIKE THAT, YOU WENT TO PEARL OR THEY SENT YOU BACK TO THE STATES.

AFTER WE GOT BADLY HURT AT OKINAWA, WE WENT ALL THE WAY TO SAN FRANCISCO ON ONE ENGINE. WE WERE DUCK SOUP FOR A SUBMARINE. ANYWAY, WE GOT THERE SAFELY.

IF I RECALL, THE WAR ENDED ON OUR WAY BACK. WE WENT ALL THROUGH THE MARIANAS, ALL THOSE GROUPS OF ISLANDS DOWN THERE.

KEN

WHAT WERE YOU DOING?

JAMES

WE WERE JUST SCREENING. WE WERE SORT OF PROTECTING SHIPS AGAINST SUBMARINES. WE HAD THESE BIG RACKS WHERE WE DROPPED LITTLE BARRELS OF EXPLOSIVE ON SUBMARINES.

KEN

DEPTH CHARGES?

JAMES

YEAH. WE GOT ONE. WE THOUGHT WE GOT ANOTHER ONE BUT WE WERE'NT ALLOWED TO PAINT IT ON OUR STACK. I'VE GOT A PICTURE OF EVERYTHING ON OUR STACK, ALL THE AIRPLANES WE SHOT DOWN.

KEN

HOW DO YOU KNOW YOU SUNK THE FIRST ONE? CAN YOU TELL ME ABOUT YOUR EXPERIENCE REGARDING THE FIRST SUBMARINE THAT YOU SANK?

JAMES

WE MISSED A COUPLE. THE REASON WE KNOW THIS ONE WENT DOWN WAS IT HAD ALL THE SURFACE SIGNS PLUS THE FACT THAT IT WAS NO LONGER ON OUR RADAR, OUR SONAR. WE HAD PRETTY ADVANCED SONAR AND WE WOULD BE GETTING A PING BACK FROM IT. WHEN IT IS NOT THERE AND YOU HAVE A LOT OF OIL IN THE WATER-----. IN THE MOVIES, YOU SEE THEY THROW A LOT OF CLOTHES AND THAT OUT, THAT'S A BUNCH OF BALONEY

KEN

YOU SAID YOU WERE NOT ALLOWED TO PAINT IT ON YOUR STACK?

JAMES

NO. THAT WAS THE PROBABLE THAT WE WEREN'T ALLOWED TO PUT ON THE STACK. THAT WAS THE SUBMARINE BUT THERE WAS ALSO AN AIRPLANE WE KNOW WE GOT BUT WE COULDN'T PUT IT ON. WE WANTED THAT FIFTH ONE I SHOT.

KEN

FROM THE TIME YOU SANK THAT JAPANESE SUBMARINE, YOU SAID YOU REMAINED ON CONTINUAS ESCORT DUTY, CORRECT?

JAMES

YEAH, YOU JUST KEEP ON GOING. WHEN YOU GET ENTANGLED WITH A SUBMARINE, YOU GOTTA BREAK OFF FROM THE SHIPS YOU ARE PROTECTING. AS SOON AS YOU FINISH WHATEVER YOU ARE DOING, YOU GOTTA KICK BACK AND CATCH UP TO THEM BECAUSE THERE ARE MORE SUBS IN THE AREA. WE WERE LUCKY, WE HAD MORE THAN ONE WAKE GO UNDER OUR SHIP. LUCKILY, WE DON'T DRAW A LOT OF WATER AND THEY SET FOR OUR DESTROYER DEPTH AND THAT'S LIKE TEN FEET MORE OF DEPTH THAN THE MINE SWEEPER.

KEN

YOU HAVE REFERRED A FEW TIMES TO KAMIKAZE ATTACKS. DID THESE OCCUR PRIOR TO IWO JIMA OR IS THIS DURING IWO JIMA?

JAMES

NO. AFTER IWO JIMA.

KEN

THIS WAS AT OKINAWA?

JAMES

RIGHT.

KEN

LET'S GO TO IWO JIMA. WHAT CAN YOU TELL ME ABOUT WHAT YOU SAW THERE, WHAT YOU HEARD?

JAMES

THE MOTTO OF MINE SWEEPERS IS, "WE HAVE BEEN WHERE YOU ARE GOING." THE REASON IS THERE IS A NATIONAL MINE CRAFT ASSOCIATION THAT I BELONG TO AND THAT'S THEIR MOTTO. THE REASON IS THAT WE GO IN TEN DAYS BEFORE AN INVASION. THE REASON THAT WE ARE ABLE TO SURVIVE A CLOSE FLEET, CLOSE TO SHORE, EXCEPT FOR MACHINE GUN FIRE, IS THAT THEY DON'T WANT TO REVEAL THEIR BIG GUN POSITIONS FOR A LITTLE MINE SWEEPER. THERE IS PROBABLY SIX OF US GOING UP AND DOWN THE COAST. ON IWO, WE WENT ALL THE WAY AROUND IT AND BACK TO SURIBACHI WHERE THE ENGAGEMENT WAS SLATED FOR. BY THAT TIME, WE DIDN'T CUT A MINE THERE FOR THE SIMPLE REASON THE VOLCANIC ISLAND HAS SUCH

STEEP SHORES AND IT IS HARD FOR THEM TO FASTEN TO THE BOTTOM, A MINE. WE WERE LOOKING FOR FLOATING MINES AND ALL SORTS OF DIFFERENT THINGS, THE ACOUSTIC AND MAGNETIC AND SO FORTH AND SO FORTH. WE DID NOT CUT A MINE AT IWO.

THEN, WE BECAME SORT OF A SUPPORT SHIP FOR THE LANDING MARINES. WE WERE VERY, VERY CLOSE TO THEM. I COULD SEE THEIR FACES. I COULDN'T BELIEVE HOW FAST---HOW MANY MEN WE LOST ON THAT FIRST INVASION, ON THE FIRST WAVE. I KNOW THAT THE MARINE GENERAL, IF I'M NOT MISTAKEN, HIS NAME WAS "HOWLING MAD" SMITH. HE HAD TO SEND IN HIS SECOND WAVE RIGHT AWAY.

KEN

WHAT DID YOU SEE? WHAT WAS YOUR IMPRESSION OF WHAT YOU WERE SEEING?

JAMES

IT WAS JUST INCREDIBLE. THE BLACK SANDS OF IWO, OR ANYBODY NOT TO HAVE GRABBED A HANDFUL OF SAND AND SEE WHAT IT'S LIKE. I DIDN'T GO ASHORE THERE BUT I'VE SEEN THE SAND FROM OTHER PEOPLE, MARINES THAT WERE GIVEN RIDES TO AND SO FORTH. IT IS REAL GRAINY AND VERY DIFFICULT TO WALK IN, AND THESE MARINES HAD TO CHARGE UP THAT BEACH OVER THEIR ANKLES IN THIS DUST, THIS LAVA IS WHAT IT IS.

KEN

EARLIER, YOU MENTIONED THAT YOU SAW THE TROOPS COME OFF THE LANDING CRAFT AND THE SAND SANK UP TO THEIR ANKLES IN THIS SAND.

JAMES

THEY CAME ASHORE AND YOU COULD SEE THEY WERE PLOWING THROUGH THIS STUFF. AT LEAST, FROM WHERE I WAS, AND I ASSUMED THAT WHOLE BEACH UP TO THE CLIFFS ON THE RIGHT WAS ALL LAVA SAND LIKE THAT. THEY CALL IT THE BLACK SANDS OF IWO JIMA.

KEN

AND YOU SAID SOMETHING ABOUT THE JAPANESE WOULD COME OUT BEHIND THESE TROOPS.

JAMES

YES. THEY WOULD LET A LINE OF TROOPS GO. YOU KNOW HOW THE MARINES WERE. THEY HAVE GUYS WHO HAVE THEIR GUNS RAISED BEHIND THEM TO SUPPORT THEM. THESE JAPS DIDN'T CARE IF THEY GOT HIT IN THE BACK OR NOT. THEY JUST JUMPED OUT OF THOSE CAVES FROM BEHIND--- THOSE TUNNELS THEY DUG WHEN THEY WENT UP SURIBACHI, THEY WERE COMING OUT OF TUNNELS ALL OVER THE PLACE. SURIBACHI WAS A SERIES OF TUNNELS.

KEN

SPEAKING OF TUNNELS, YOU MENTIONED EARLIER ABOUT, THERE WAS A BIG GUN IN THE CLIFFSIDE THAT WAS FIRING.

JAMES

THE JAPANESE AT IWO JIMA INTRODUCED, I FORGET THE EXACT WEIGHTS NOW BECAUSE I AM NOT AN ARMY PERSON, BUT I THINK THE HEAVIEST MORTAR UP TO THAT POINT WAS 250 POUNDS. THEY INTRODUCED LIKE A 500 POUNDER. MAYBE IT WAS FROM A HUNDRED TO TWO HUNDRED. ALL I KNOW IS THAT THEY INTRODUCED DOUBLE WHAT HAD EVER BEEN SHOT----- YOU KNOW A MORTAR. IT WAS LANDING RIGHT ON THOSE MARINES THERE. I SAW A GLIMMER FROM----- WE WERE TRYING TO FIGURE OUT WHERE THEY WERE COMING FROM AND I SAW THIS FLASH OF LIGHT RIGHT IN A CAVE ON THE CLIFF AND I TOLD THE CAPTAIN WHO RADIOED I THINK WAS THE *INDIANAPOLIS* , A CRUISER OUT THERE. I REMEMBER IT WAS A BIG SHIP BECAUSE WE COULD SEE THE SHELLS COMING IN. THOSE SHELLS ARE SO BIG YOU CAN SEE THEM IN THE AIR. ANYBODY THAT HAS SEEN THAT WILL TELL YOU IT IS AMAZING TO SEE A SHELL IN THE AIR.

KEN

WHAT DOES IT SOUND LIKE WHEN IT GOES OVER YOU?

JAMES

IT WAS PROBABLY A HUNDRED YARDS TO OUR RIGHT, FACING SURIBACHI. AFTER A COUPLE OF THEM, BOOM. WE GAVE THEM AN ACCURATE DESCRIPTION OF WHERE THEY WERE.

KEN

RIGHT. AND THEY TOOK OUT THE MORTAR?

JAMES

THEY TOOK OUT THAT MORTAR AND CAPTAIN ABBOTT TURNED AROUND AND SAID, "JIM, I THINK WE SAVED SOME MARINES THERE."

KEN

WHAT ELSE OCCURRED THAT DAY?

JAMES

I WAS STANDING----- I LIKE TO THINK ABOUT THIS: MY NUMBER WOULD HAVE BEEN UP IF I HAD NOT PAID ATTENTION. I SAW A SERIES OF BLIPS ON THE WATER. WHAT IT WAS, WAS 50 CLAIBER BULLETS HITTING THE WATER AND IT WAS COMING STRAIGHT FOR ME. I WAS ON THE FLYING BRIDGE WHICH WAS MY POSITION

OF DUTY ON THE SHIP. I STAY UP WITH THE CAPTAIN ON THE BRIDGE. I WAS LOOKING AT THAT AND ALL OF A SUDDEN, I THOUGHT, BULLETS, AND I DUCKED. THOSE BULLETS WENT RIGHT UP THE SIDE OF THE SHIP. THANKFULLY, WE HAD INCH AND A HALF ARMOR ON THERE.

WHAT IS AMAZING TO ME IS, WHEN YOU ARE THAT YOUNG, FEAR DOESN'T SEEM TO BE A PART OF YOU. IT'S JUST SORT OF GETS OUT OF THE WAY. YOU KNOW, IT'S NOT A----- I DO KNOW THAT SOME MEN HAVE BECOME SO FRIGHTENED THAT THEY CAN'T MOVE. THE YOUNG ONES, THERE IS JUST NO FEAR IN THE YOUNG GUY.NO WONDER THEY WANT US YOUNG GUYS.

KEN

HOW LONG WERE YOU AT IWO JIMA?

JAMES

WE WERE THERE FOR THE ENTIRE FIRST DAY OF THE ATTACKS. THEN WE WERE ORDERED TO RE-GROUP FOR THE BATTLE OF OKINAWA.

KEN

DID YOU KNOW YOU WERE GOING TO OKINAWA OR WERE YOU TO RE-GROUP?

JAMES

WE DID NOT KNOW ANYTHING. THERE IS A RADIO OFFICER ABOARD, A COMMUNICATIONS OFFICER AND THE INFORMATION OF WHERE YOU ARE GOING AND THAT IS ALL IN THE OFFICERS WARDROOM. YOU DON'T HEAR IT UNTIL THE CAPTAIN DECIDES TO TELL YOU. THEN, HE WILL SAY "ALL HANDS-----" YOU KNOW.

WE WENT TO SAIPAN AND PICKED UP SOME MARINES THAT HAD LOST THEIR SHIP AND BROUGHT THEM BACK TO UHL (SP????) IF I'M NOT MISTAKEN. THEN, WE WENT TO ----- BY THE WAY, AN INTERESTING DEAL, THIS IS DOCUMENTED ON THE COMPUTER AND LOTS OF LETTERS THAT I HAVE. THERE WAS A MARINE WHO HAD A BAG, THAT HAD FOUGHT AT GUADALCANAL AND IN IT WAS NOTHING BUT JAPANESE EARS. HE LOPPED THE EAR OFF OF EVERY JAPANESE THAT HE KILLED, OR SOMEBODY ELSE KILLED. IF OUR CAPTAIN HAD KNOWN ABOUT THAT BAG, IT WOULD HAVE BEEN THE END OF THAT BAG. THAT MARINE LEFT THE SHIP WITH HIS BAG OF EARS. THAT'S A TRUE STORY AND IT'S DOCUMENTED.

KEN

YOU PICKED THIS MARINE UP AT SAIPAN?

JAMES

AT SAIPAN IT'S HARD AFTER SIXTY YEARS NOW TO BE----- I THINK I'M RIGHT AND I HAVE STUFF IN MY

ROOM HERE THAT TELLS ME WHERE I WAS.

KEN

AT THIS POINT, YOU SAID YOU WENT TO RE-GROUP. YOU PICKED UP THE MARINES AND TOOK THEM BACK TO IWO?

JAMES

THE BATTLE OF OKINAWA, IF I'M NOT MISTAKEN, THE TROOP TASK FORCE 58 AND ALL THE SUPPORTING SHIPS GATHERED AT THE ISLAND OF MAJURA IN THE MARIANAS.

KEN

WHO WAS THE COMMANDER OF TASK FORCE 58?

JAMES

"BULL" HALSEY. THE COMMANDER OF ALL COMMANDERS WAS CHESTER NIMITZ, ADM. NIMITZ, BACK IN PEARL. ADM. NIMITZ RAN THE WAR VERY WELL FROM PEARL HARBOR. I DON'T REMEMBER HIM HAVING EVER BEEN OUT THERE. HE HAD EARLIER IN HIS CAREER. ONCE HE BECAME THE SUPREME COMMANDER-----

KEN

SO, YOU RE-GROUPED.

JAMES

WE RE-GROUPED AND WE HAD AN AMAZING EXPERIENCE WHEN WE RE-GROUPED FOR THE BATTLE OF OKINAWA. WE WERE SORT LIKE OUT OF THE DANGER AREA WHERE WE COULD TURN THE LIGHTS ON, ON OUR SHIP. THAT MEANS WE COULD WATCH A MOVIE ON THE FANTAIL OF OUR SHIP. WE WERE SITTING ON THE FANTAIL OF OUR LITTLE SHIP WITH EVERYBODY CLUSTERED AROUND WATCHING SOME MOVIE AND ALL OF A SUDDEN, A PATCHED UP PLANE FROM, I THINK, THE ISLAND OF PALAU, WITH A JAPANESE PILOT IN IT CRASHED ON THE REAR DECK OF THE *HANCOCK* AIRCRAFT CARRIER. I MEAN, YOU NEVER HEARD GUYS GO TO GENERAL QUARTERS SO QUICK IN YOUR LIFE. WE WERE STUMBLING OVER THE CORDS FOR THE MOVIE TRYING TO GET TO OUR BATTLE STATIONS. WE DON'T KNOW WHAT'S HAPPENING. THAT WAS INTERESTING.

KEN

AFTER THAT YOU, I GUESS, SET SAIL FOR-----

JAMES

WELL, WE WENT FIRST. IT'S A JOB OF THE MINE SWEEPERS TO GO ALONE, WITH DESTROYERS AS

SCREENS. A SCREEN IS A PROTECTIVE SHIP. MINE SWEEPERS WERE IMPORTANT BECAUSE THE MINES COULD REALLY HURT THE LANDING FORCE. WE WENT AND A LOT OF MINES WERE PICKED UP AT IWO BY OUR DIVISION COMMAND. WE WENT IN AGAIN, TEN DAYS EARLY. THE DATES ARE DOCUMENTED AS TO WHEN THE *USS DEFENCE* LEFT.

KEN

YOU SAID THAT YOUR DIVISION FOUND A LOT OF MINES AT IWO JIMA. DID YOU MEAN OKINAWA?

JAMES

OKINAWA. NOTHING AT IWO.

KEN

I WANTED TO MAKE THAT CLEAR.

JAMES

I GOT MIXED UP THERE.

KEN

SO, YOU FOUND A LOT OF MINES AT OKINAWA?

JAMES

A LOT OF MINES AT OKINAWA AS COMPARED TO IWO WITH NOTHING.

KEN

WHAT HAPPENS THEN?

JAMES

YOU KNOW HOW MINES ARE CUT. WE HAVE PARAVANES THAT GO OUT. THESE CONTACT MINES ARE SECURED BY LINES TO THE BOTTOM. WE CUT THAT CORD AND IT BOBS UP AND WE HAVE A SHARPSHOOTER ABOARD SHIP WHICH BLOWS IT FROM A DISTANCE. ACCOUSTICS WE HAVE TO WATCH OUT FOR BECAUSE THEY EXPLODE BY SOUND. THERE ARE WAYS THAT WE GOT AROUND THAT. THE REAR END OF THE SHIP WHICH WAS THE MINE SWEEPING AND THE ENGINEERING WAS SORT OF GREEK TO ME. I WAS UP TRYING TO FIGURE OUT WHICH WAY THE SHIP WAS SUPPOSED TO GO AND SO FORTH.

KEN

WHAT PART DID THE DEFENSE PLAY IN OKINAWA.

JAMES

THE DEFENSE PLAYED AN AMAZING PART IN OKINAWA. ON APRIL 6, 1945, WE WERE SENT TO FORM A 30 SHIP PICKET LINE ALONG WITH DESTROYERS, DESTROYER ESCORTS AND SWEEPERS. THE FIGURE THAT IS GIVEN AND DOCUMENTED BY MANY PEOPLE IS THAT 500 AIRPLANES TOOK OFF FROM JAPAN, FROM HONSHU AND CAME DOWN AND THE FIRST SHIPS THEY SAW WERE THE THIRTY THAT HAD SET THE PICKET LINE. THEY STARTED DIVING ALL AT ONCE. IF YOU DIVIDE THIRTY INTO FIVE HUNDRED, THAT'S A LOT OF AIRPLANES PER SHIP. I MEAN THEY ARE DIVING IN THE WATER AND GOING UPSIDE DOWN BECAUSE SO MANY OF THEM ARE INEXPERIENCED. THE ONE FELLOW THAT CAME AT US HAD A DIRECT HIT ON US AND AT THE LAST MINUTE FOR SOME REASON, HE PUT THE AIRPLANE ON THE SIDE AND CAME RIGHT BETWEEN OUR STACKS. HE HIT ONE OF OUR GUN EMPLACEMENTS, HIT THE HELMET OF ONE OF OUR GUNNERS. HE SURVIVED, AND (THE PILOT) SPUN INTO THE WATER AND WAS MACHINE GUNNED TO DEATH WHEN HE CAME TO THE SURFACE.

THEN, WE HAD THE OCCASION WHEN ONE PILOT FLEW THROUGH THE AIR AND GOT CAUGHT ON OUR YARDARM WITH HIS PARACHUTE. HE WAS ONE OF THE REAL PILOTS WHERE THEY HAD PARACHUTES. THE KIDS, THE KAMIKAZE KIDS HAD NO PARACHUTES. THEY WERE FLYING MOSTLY "VALS" WHICH WERE LIKE A DIVE BOMBER. THEY HAD 500 POUND BOMBS ON THEM.

WE HAD AN EXTRA ORDINARY CAPTAIN WHO MANAGED TO TURN US SIDWAYS AT THE RIGHT MOMENT AND THIS WAY AND THAT WAY. THE DESTROYER *LUTZ (SP////)* SAW THAT THE *NEWCOMB* WAS HEAVILY HIT. THE *NEWCOME* TOOK FIVE HITS. SHE WAS IN BAD SHAPE. THE *LUTZ* WENT OVER TO HELP HER AND A SUICIDE PLANE CAME DOWN, SKIPPED OFF THE DECK OF THE *NEWCOMB* AND WENT RIGHT INTO THE FANTAIL OF THE *LUTZ* AND BLEW THE WHOLE TAIL END OFF THE *LUTZ*. NOW, THEY ARE DEAD IN THE WATER. WE HAVE TWO SHIPS DEAD IN THE WATER, TWO BIG 420 FOOT DESTROYERS. MY CAPTAIN, HOW HE MANAGED TO DO IT, I'LL NEVER KNOW BECAUSE THE MINE SWEEPER HAS FOUR ENGINES, TWO IN LINE, TWO IN LINE. ONE ENGINEER TOLD ME THAT WAS DOWN IN THE ENGINE ROOM OPERATING ON ONE ENGINE. THAT WAS CAUSING US TO NOT BE ABLE TO MANEUVER VERY WELL BUT, WE STILL MANAGED TO PICK UP 52 SURVIVORS.

KEN

WHY WERE YOU OPERATING ON ONE ENGINE?

JAMES

WE WERE OPERATING ON ONE ENGINE BECAUSE ONE OF THE DAMAGING PIECES OF SHRAPNEL WENT THROUGH AND INTO THE SHAFT OF THESE ENGINES.

KEN

YOU MENTIONED THE *NEWCOMB* AND THE *LUTZ* GOT HIT.

JAMES

YES AND WE GOT HIT ON THE SIDE. THE REAL ENGINE PROBLEMS WAS THIS. OUR CAPTAIN WAS FRANTICALLY REVERSING THE ENGINES ONE WAY AND THEN THE OTHER. THE STRESS ON THE ENGINES WAS CRITICAL. ONE ENGINE GOT HURT BY SHRAPNEL I GUESS IT WAS AND THE OTHERS WAS BECAUSE OF THE WAY THE CAPTAIN WAS TRYING TO GET OUT OF THE WAY OF THE KAMAKAIZES. PUTTING THEM IN REVERSE, GOING FORWARD AND PUTTING THEM IN REVERSE, ALL FULL AHEAD. AT ANY RATE, WE MANAGED WITH THAT LACK OF STEERING, WE MANAGED TO GET OVER, PICK UP 52 MEN OFF OF THE *NEWCOMB* AND 14 OF THE GUYS DIED ON THE FANTAIL OF THE *LUTZ* WHERE SHE WAS HIT BAD. THERE WERE A LOT OF WOUNDED. IT WASN'T AS BAD AS THE MEN ON THE *NEWCOMB*. THEY LOST MORE MEN.

WE GOT THE *LUTZ* IN TOW AND TOWED HER ALL NIGHT TO SAFETY TO KARAMOMETTO (SP???) WHERE ERNIE PYLE WAS KILLED THE NEXT DAY. SOMETHING LIKE THAT. I HAVE TO GET THE DATE OF HIS DEATH. WE WERE RIGHT THERE AT IA SHIMA.

I SAW ALL OF THESE EXTRAORDINARY HAPPENINGS IN THE WATER. I DID WHAT ANYBODY WOULD DO, I JUST DID IT FIRST. I ASKED THE CAPTAIN FOR PERMISSION TO GO OVER THE SIDE FROM THE FLYING BRIDGE, WHICH IS LIKE A 40 FOOT DROP INTO THE WATER. I GOT TO A FELLOW WHO TURNED OUT TO BE A LARGE FELLOWS AND HE GOT A HOLD OF ME AND PUT HIS FOOT ON MY SHOULDER. I'M UNDER WATER. I GOT HIM OFF AND COME UP BEHIND HIM AND SAID, " IF YOU DON'T LAY ON YOUR BACK, WE ARE BOTH GOING TO DIE." HE LAID ON HIS BACK AND GOT HIM TO THE JACOBS LADDER AND WHEN THEY PULLED HIM OUT, I THOUGHT HE WOULD NEVER QUIT COMING OUT OF THE WATER. HE WEIGHTED 250 POUNDS. HE WAS A BLACK STEWARD. WE TRIED TO FINE HIM AFTER THE WAR BUT, HE HAD PASSED AWAY. HE NEVER KNEW WHO I WAS AND I NEVER KNEW WHO HE WAS BUT I FOUND OUT LATER-----

KEN

HE PASSED AWAY OF NATURAL CAUSES?

JAMES

OF NATURAL CAUSES, YEAH. THEN I CAME ABOARD AFTER THIS FELLOW. OUR BOSN'S MATE SAID, "GO TO THE OTHER SIDE." HERE, THE CAPTAIN WAS TRYING TO MANEUVER ----- THE 52 WE DID GET CAME ON RAFTS AND COULD GET TO US. I LOOKED OUT THERE AND I SEE FIVE GUYS IN THE WATER. THE GUY IN THE CENTER HAS A LIVE JACKET AND THE OTHERS DON'T AND THEY ARE PUSHING HIM UNDER TRYING TO SAVE THEMSELVES. I DOVE IN AND TOOK A HEAVING LINE WITH ME, WHICH HAS A BALL ON THE END OF IT. I GOT TO THEM AND I SAID, "RELAX, YOU ARE DROWNING THE MAN IN THE MIDDLE" WHO HAD BEEN BADLY BURNED, DIED. I WENT AROUND THEM AND CINCHED THAT ROPE AND THEY TOWED THOSE GYS TO THE SHIP. I REMEMBERED ONE OF THEM WHEN REACHED UP, ALL THE FLESH CAME BACK OFF HIS ARM. HE WAS BURNED SO BAD.

I STARTED TO GO UNDER AND CHARLES SCHULTZ GOT ME.

KEN

HOW DID CHARLES SCHULTZ GET YOU.

JAMES

I WAS SO FULL OF OIL THAT I SPENT SIX MONTHS WITH MOST OF MY DIET WAS POWDERED MILK. MY STOMACH WAS RAW AND I DIDN'T GAIN MY WEIGHT BACK UNTIL A DOCTOR TOLD ME LONG AFTER THE WAR, "WHY DON'T YOU TRY A BEER BEFORE YOU EAT. IT WILL GIVE YOU AN APPITITE." FROM THEN ON, I STARTED TO PICK UP WIEGHT. NOW, I'M A BUDWISER FAN.

KEN

YOU TOLD ME EARLIER A FUNNY STORY ABOUT HOW YOU WERE ACTUALLY SAVED IN WATER BY MR. SCHULTZ. CAN YOU EXPLAIN THAT?

JAMES

AFTER GETTING THE GENTLEMEN ON THE STARBOARD SIDE, AND THEN GOING OVER TO THE PORT SIDE, AND GOING OUT LIKE FORTY YARDS TO GET THESE GUYS, BY THE TIME ----- THEY TOWED FASTER THAN I COULD HANG ON TO THE GUYS, SO I'M SWIMMING BACK. WHEN I GOT TO THE SHIP, THE JACOBS LADDER, WHICH IS A ROPE LIKE LADDER THAT'S SEVERAL FEET WIDE WITH SEVERAL LENGTHS IN IT, IT WAS SO OILY FROM THE OIL COVERED SEA THAT I COULDN'T HOLD ON TO THE ROPE. I STARTED TO GO UNDER. I HEARD A BOSN'S MATE YELL, " GET BOLE" AND THE NEXT THING I KNOW I AM BEING HAULED OUT OF THE WATER BY SOMEBODY WHO I DIDN'T FIND OUT ABOUT UNTIL 57 YEARS LATER.

KEN

HOW DID HE PULL YOU OUT OF THE WATER.

JAMES

HE GRABBED MY HAIR.I HAD GOOD STRONG HAIR THEN.

KEN

EARLIER, YOU MENTIONS TWO SHIPS, THE *LUTZ* AND THE *NEWCOMB* YOU SAID THE *LUTZ* HAD BEEN HIT AND HINTED THAT YOU HAD BEEN HIT BUT, YOU DIDN'T EXPLAIN HOW. WAS IT HIT BY A KAMIKAZE OR WHAT?

JAMES

SOMETHING OFF THE AIRPLANE WENT THROUGH OUR HULL. WE HAD A PRETTY GOOD GASH IN THE SIDE.

KEN

THE PLANE THAT HIT THE *LUZ*, IT WENT OFF THE *NEWCOMB*, ALSO THREW SHRAPNEL INTO-----

JAMES

NO, NO. THERE WERE OTHER PLANES. WE GOT CREDIT FOR THREE BUT, WE KNOW THERE WERE FOUR THERE. IN ALL THE EXCITEMENT OF WHAT'S GOING ON, NOBODY KNEW WHO SHOT DOWN WHO. WE KNOW WHO SHOT DOWN WHO BECAUSE WE WERE AIMING OUR GUNS AT THEM. THAT'S WHAT THE GUNNERS MATES TOLD ME. THIS PLANE CAME DOWN AND WE WERE NOW AHEAD OF THESE TWO SHIPS BECAUSE WE COULD SEE THE *NEWCOMB* WAS IN HORRIBLE CONDITION. IT'S THE NATURE OF NAVY SHIPS TO GO TO THE HELP OF THE OTHER SHIPS. RIGHT ABOUT NOW, THE *LUZ* PULLS UP ALONGSIDE OF THE *NEWCOMB* HOPING TO TRANSFER SOME INJURED AND THIS AIRPLANE COME DOWN AND BLOWS THE FANTAIL OFF THE *LUZ*.

KEN

AND THAT'S WHEN YOU CAUGHT SOME OF THE SHRAPNEL.

JAMES

NO, THIS WAS WHEN THE AIRPLANE CAME DOWN AND HIT THE WATER AND THREW THE PILOT UP ON THE YARDARM. THAT'S WHEN WE THINK WE GOT THE ----- BECAUSE YOU SEE, HIS BOMB BLEW UP IN THE WATER. WE GOT METAL SHRAPNEL OFF THAT BOMB. WE GOT THE PILOT ON THE YARDARM.

KEN

WHAT HAPPENED TO THAT PILOT.

JAMES

THE PILOT WAS IN A MILLION PIECES. IT'S AMAZING THE AMERICANS MILITARY GUY. RIGHT AFTER ONE PLANE HIT OUR FLYING BRIDGE, I WENT UP THERE AND ONE OF THE GUNNERS IS HANGING IN HIS DEAL BLEEDING AND THE OTHER GUYS ARE OUT ON THE FLOOR LOOKING FOR SOUVINIRS. A GUY SAYS," I GOT THE CLOCK." THEY ARE TALKING ABOUT THE PIECES OF THE AIRPLANE THEY GOT.

ANYWAY, I'M AS BAD AS THEY WERE BECAUSE I SCRAPED THE MEAT OFF THE BONES OF THE JAPANESE PILOT AND PUT IT IN A CIGAR BOX ALONG WITH A LARGE PIECE OF HIS PARACHUTE, WHICH WE CUT UP AND GAVE TO THE REST OF THE CREW. CHARLES SCHULTZ STILL HAD HIS PIECE WHEN I MET HIM. WHEN I GOT HOME, MY MOTHER SAID, "JIMMY, WHAT IS IN THAT CIGAR BOX?" I SAID, 'MOTHER, THAT'S THE BONES OF A KAMIKAZE PILOT.' MY MOTHER SAID, "YOU GET THAT BOX OUT OF MY HOUSE." I NEVER SAW THAT BOX AGAIN. EVERYBODY USED TO SAY, "WHERE IS YOU CIGAR BOX?"

KEN

I'LL TAKE YOU BACK TO WHERE YOU SAID YOU TOWED THE *NEWCOMB*. IT WAS A MUCH BIGGER SHIP THAT WHAT YOU WERE ON.

JAMES

WE TOWED HER TO CAMORETTO (SP???). WE WERE MET BY A TUG AT THE ENTRANCE TO THAT HUGE BAY THERE. CAMORETTO WAS A HIDING PLACE FOR THE U.S. FLEET DURING THE OKINAWA INVASION. MAYBE, EVERY IWO TOO. AT ANY RATE IT IS A FAMOUS PLACE. PART OF CAMORETT IS PART OF THE LITTLE ISLAND OF IE SHIMA WHERE ERNIE PYLE WAS KILLED. AN INTERESTING STORY THERE WAS, WE WERE ANCHORED THERE AND WE STOOD GUARDS. IT WAS HOT. WE STOOD GUARD WITH 45 AUTOMATICS DRAWN BECAUSE THE JAPS WERE CLIMBING UP ANCHOR CHAINS AND KILLING PERSONNEL. I'M STANDING ON THE BRIDGE.

KEN

THEY WERE SWIMMING OUT TO SEA.

JAMES

THEY WERE SWIMMING OUT TO----- SEEM WE COULDN'T ANCHOR ANY CLOSER BECAUSE----- IN FACT ONE TIME IT GOT SO BAD, WE WENT OUT TO SEA AND BACK, INTO THE CHINA SEA AND BACK. WE WERE TOO AFRAID TO ANCHOR. WE WERE ANCHORD AT THIS ONE POINT AND THIS GUY COMES UP TO RELIEVE ME. I'M STRIPPED TO THE WAIST, I'VE GOT A 45 COCKED IN MY HAND BECAUSE I THOUGHT I HEARD SOMETHING CLINKING. THE GUY TAPS ME ON THE SHOULDER. I WHIP AROUND SO FAST AND THAT 45----- I TOLD HIM, I SAID, "I DON'T KNOW WHY I DIDN'T PULL THE TRIGGER." IT WOULD HAVE KILLED HIM. HE WAS MY FRIEND. HE NEVER DID THAT AGAIN.

KEN

WHAT HAPPENED FROM THERE?

JAMES

WHAT HAPPENED FROM THERE. WELL, WE WERE SENT TO SAIPAN TO GET REPAIRS. THEY COULDN'T HANDLE US AT SAIPAN SOT WE WERE ORDERED TO LIMP BACK TO PEARL HARBOR AND I MEAN LIMP. WE COULD DO AT MOST, FIVE KNOTS. IF YOU LOOK AT THAT DISTANCE, YOU KNOW HOW MANY DAYS IT TOOK US TO GET TO PEARL. WHEN WE GET TO PEARL, THEY ARE FULL AND WE HAVE TO GO TO SAN FRANCISCO. THEN THEY SENT US TO SEATTLE. WE DID GET REPAIRED AND I WAS ON THE SHIP WHEN WE WENT INTO THE BAY AND A MINE EXPERT FROM JAPANESE CAME UP AND TOLD US WHERE ALL THE MINES WERE. WE JUST WENT AROUND SNIPPING ALL THE MINES SO THE TROOP SHIPS COULD COME IN THE LANDING IN JAPAN.

KEN

WHEN DID YOU HEAR OF THE ENDING OF THE WAR?

JAMES

I THINK THAT WE HEARD ABOUT THE-----FIRST WE HEARD ABOUT THE PRESIDENT DIEING. WE HEARD ABOUT PRESIDENT ROOSEVELT AND THAT HIT US HARD. I HAVE TO THINK THE WAR WAS OVER AFTER WE GOT TO SAN FRANCISCO. I HAVE TO LOOK AT DATES ON THAT. WE NEVER SAW ANY MORE WAR BUT WE SAW ON HELL OF A TYPHOON.

KEN

BEFORE WE GET TO THE TYPHOON, TELL ME WHAT WAS ON YOU MIND WHEN YOU ARE THERE IN TOKYO BAY FOR THE SURRENDER OF THE JAPANESE.

JAMES

WE HAD A COUPLE OF INTERESTING SITUATIONS. ON THE WAY IN, WE STOPPED ON SORT OF LIKE A ----- WE WERE ORDERED TO JAPAN BY WAY OF PEARL HARBOR. PEARL HARBOR IS ALWAYS THE HUB. THAT'S WHERE YOU STOP AND GET ALL YOUR NEEDS AND SO FORTH. WE WENT TO JAPAN AND WERE ASSIGNED TO A JAPANESE MILITARY MAN WHO KNEW WHERE ALL THE MINES WERE GOING INTO THE TOKYO BAY. ON THE WAY IN, WE HAD A VERY INTERESTING EXPERIENCE. OUR COOK ABOARD SHIP HAD BAKED SOME BREAD. THESE ARE LIKE A HUNDRED LOAVES. THEN, HE FOUND THEY WERE FULL OF WEAVELS. WE KNEW THE PEOPLE ASHORE----- THE SIGNALMAN CARRIES A LONG TELESCOPE. I COULD SEE A LONG WAYS. I COULD SEE THE PEOPLE WERE BARREN, SOME LITTLE BIT OF DRIED FISH HANGING ON A LINE IN THIS TOWN, OKACHI, (SP????) JAPAN. I ASKED CAPTAIN IF I COULD TAKE THOSE LOAVES OF BREAD ASHORE. I TAKE TWO SAILORS WITH ME. I STRAP A 45 ON ME AND WE GO ASHORE. THERE WAS NOBODY. THEN, I HELD UP A LOAF OF BREAD AND THEY STARTED COMING AND PRETTY SOON WE WERE ABSOLUTELY MOBBED TO A POINT WHERE I HAD TO DRAW MY 45 AUTOMATIC. THAT WAS QUITE AN EXPERIENCE.

I EVEN GOT SOMETIME DURING THAT TRIP I GOT INVITED TO A JAPANESE HOME BY A YOUNG GIRL. THEY WERE SO RITUALISTIC AND POLITE. IT WAS UNBELIEVABLE. WHEN YOU SAW A SOLDIER AND YOU WERE WALKING DOWN THE STREET IN JAPAN, HE WOULD BOW. HE WOULD STOP AND HE WOULD BOW. EVERY SINGLE ONE. THOSE ARE INTERESTING THINGS.

KEN

IS THAT WHAT YOU EXPECTED WHEN YOU WERE GOING TO MEET JAPANESE AFTER FIGHTING?

JAMES

WE EXPECTED THEM TO WALK BY US. WE DIDN'T EXPECT THEM TO BOW. IN JAPAN, THE CULTURE IS

THAT IN DEFEAT, YOU BOW. IN OTHER WORDS, YOU ACKNOWLEDGE YOUR DEFEAT. SO, WE PROCEEDED ON INTO THE BAY AND AN UNUSUAL OCCURANCE HAPPENED THERE. SOMETHING I DIDN'T EXPECT AND TO THIS DAY DON'T EVEN REALIZE-----

IT'S ONLY LATELY I CONSIDER IMPORTANT. AN ADMIRAL WAS PIPED ABOARD OUT SHIP, BY THE NAME OF SHARP. ADM. SHARP. THERE WERE ABOUT TWENTY PEOPLE TOLD TO GET INTO THEIR DRESS BLUES. WHEN THEY ARE CALLING OFF THE NAMES, I KNOW THEY ARE ALL PURPLE HEARTS. THEN, THEY CAME TO MY NAME AND I HAD NO IDEA, SO HELP ME. 'CAUSE YOU JUST DO YOUR JOB OUT THERE. THEY STARTED READING THE MOST SPLENDID THINGS-----GOT A COPY IN MY SUICASE, ABOUT WHAT I DID AND I WAS AWARDED THE NAVY AND MARINE CORPS MEDAL FOR VALOR.

KEN

IS THAT FOR RESCUING THE MEN?

JAMES

FOR RESCUING THE MEN AT OKINAWA. LATER ON, OUR SHIP CAPTAIN GOT THE NAVY CROSS. THEN I FOUND OUT FROM THE CAPTAIN'S SON THAT HE, WHEN HE PASSED AWAY, HE SAID HE HAD ONE REGRET AS FAR AS THE WAR WAS CONCERNED AND THAT WAS HE HAD PUT JIM BOWLE IN FOR THE NAVY CROSS AND JIM GOT THE MEDAL RIGHT NEXT TO IT. QUITE HIGH BUT, RIGHT NEXT TO IT. THAT WAS DISSAPOINTING AND SOME MEMBERS OF MY SHIP HEARD ABOUT IT AND THEY ARE TRYING TO GET THAT REINSTATED.

KEN

YOU MENTIONED PURPLE HEART AND I THINK YOU WERE WOUNDED, CORRECT?

JAMES

YEAH, I NEVER FILED. WE HAD MORE PERSON DRAW BLOOD ABOARD MY SHIP THAT EVEN THOUGHT ABOUT GOING TO THE PHARMACIST MATE TO REPORT IT, BECAUSE IT WAS SOMETHING WE PATCHED UP OURSELVES. WE HAD BURNED PEOPLE AND WE HAD WOUNDED PEOPLE AND WE HAD FIFTY OF THEM AND NOT ONE. FOR SOMEBODY TO GO WITH A BAND AID WOUND IS RIDICULOUS. WE WOULDN'T EVEN CONSIDER THAT. EVEN THOUGH I DREW BLOOD THAT STREAMED DOWN MY LEG, IT WAS SOMETHING YOU JUST PUT A CLOTH AROUND AND THAT'S IT.

KEN

FOLLOWING ADM. SHARPE'S PRESENTATION OF THE AWARDS TO THE SAILORS, WHAT ELSE STRIKES YOU OR WHAT DO YOU REMEMBER MOST ABOUT BEING IN TOKYO BAY?

JAMES

I AM TRYING TO REMEMBER WHY WE DIDN'T THINK ABOUT THE FACT THAT THE *MISSOURI* WAS GOING TO BE THE SHIP THAT THE TRUCE WAS GOING TO BE SIGNED ON, AND NOT EVEN SURE AS TO WHERE WE WERE WHEN THAT WAS SIGNED . WE WERE SENT BACK TO OKINAWA AND WE PULLED INTO BUCKNER BAY AND THE DAMNDEST STORM ----- THE STORM TOOK A RIGHT TURN ON EVERYBODY THAT WAS SUPPOSED TO KNOW ABOUT STORMS AND CAME ACROSS US. WE WERE ORDERED OUT OF BUCKNER BAY, NAMED AFTER THE FAMOUS GENERAL BUCKNER. THERE WAS A CARGO SHIP NEXT TO US THAT COULDN'T MOVE BUT WE GOT OUT OF THERE. WHEN WE CAME BACK AND WERE ORDERED TO SEARCH FOR BODIES LATER, THAT CARGO SHIP WAS UP ON THE BEACH WITH IT'S PROPS SHOWING. A 400 FOOT CARGO SHIP. OH, MORE THAN THAT, 600 FOOT. UP ON THE BEACH, CRADLED IN THE SAND WITH IT'S PROPS SHOWING. THAT'S HOW BAD THAT STORM WAS.

KEN

ESPLAIN TO ME/

JAMES

IT HIT US. WE WERE ORDERED OUT AND WE ARE MINE SWEEPER. WE HAVE A SHORT DRAW. IN OTHER WORDS, OUR KEEL IS NOT VERY DEEP IN THE WATER, WHICH MEANS THAT IN A WAVE, WE ARE VERY ROCK A BYE BABY. THE STORM GENERATED WHICH WERE GENERALLY 100 FOOT WAVES. WE HAD CABLES STRUNG ALONG THE WALKWAYS SO WE COULD GET TO OUR STATIONS. WE GO WITH ONE HAND ON THAT 'CAUSE WE WOULD BE OVER. I COULD LOOK UP AND I COULD NOT BELIEVE THAT WAVE WAS THAT MUCH HIGHER THAN WE WERE. THE CAPTAIN, WHO WAS A MAINE SAILOR, HE COME FROM BOSTON, A BOSTON SAILOR, WITH ACTUAL EXPERIENCE, HE MANAGED TO GO UP THOSE WALLOWS (?????) AND GO OVER AND GO DOWN AND UP, AND ROLL OVER AND GO DOWN. HOW WE SURVIVED, I'LL NEVER KNOW. SO MANY OF THEM WENT DOWN.

KEN

HOW LONG DID THIS TYPHOON LAST?

JAMES

I WOULD SAY THAT IT LASTED PROBABLY SOMEWHERE AROUND EIGHT HOURS BEFORE IT BLEW ITSELF TO SOME OTHER AREA. IT WAS A HORRENDOUS STORM. I THINK IT WAS CALLED LOUISE. IT'S GENERALLY ACKNOWLEDGED----- I THINK THAT WAS IN OCTOBER BECAUSE I GOT MY DISCHARGE FROM THE NAVY IN DECEMBER. THAT WAS IN OCTOBER. I THINK THEY NAMED THAT STORM LOUISE BECAUSE THERE WERE LIKE TWO OF THEM IN A ROW BUT, ONE WAS MUCH FIERCER THAT THE OTHER ONE.

KEN

YOU SAID THAT YOU WERE ACTUALLY SENT BACK INTO THE AREA TO SEARCH FOR BODIES, CORRECT?

JAMES

YES. WE LOOKED FOR BODIES. WE PULLED UP ONE GUY AND HE HAD NOTHING BELOW THE LIFE JACKET. SHARK HAD EATEN HIM RIGHT TO THE LIFE JACKET. THAT WAS TERRIBLE TO PULL A HALF MAN OUT. WE GOT OTHER PEOPLE TOO. THE OTHER SHIPS GOT A BUNCH OF THEM. SHIPS GONE DOWN, PEOPLE IN THE WATER. I DON'T KNOW THAT MANY SURVIVED THAT.

KEN

DID YOU GET ANY SURVIVORS ON YOUR SHIP AT ALL?

JAMES

NO.

KEN

NOW, YOU ARE COMING TO THE END, IT SOUNDS LIKE OF YOUR NAVAL CAREER, I GUESS YOU SAILED BACK STATESIDE.

JAMES

RIGHT

KEN

AND WHERE, WAS IT SAN FRANCISCO OR SEATTLE?

JAMES

THEY ALWAYS DISCHARGED YOU AT YOUR POINT OF ORIGINATION, WHICH IN MY CASE WAS MINNEAPOLIS. WHEN I GOT TO MINNEAPOLIS, I FOUND OUT MY PARENTS HAD MOVED TO CALIFORNIA BECAUSE WE HADN'T GOTTEN OUR MAIL FOR LIKE SIX OR SEVEN MONTHS. I BOUGHT A CAR WITH MY GAMBLING MONEY FROM THE *LEXINGTON*. IT WAS A PACKARD, A 1940 PACKARD, JUST LIKE NEW. GEE, I LOVED THAT CAR.. I DROVE NON-STOP TO CALIFORNIA, PICKED UP A GUY IN OKLAHOMA AT A U.S.O. SO THAT WE COULD KEEP ON DRIVING. I GOT OUT THERE AND CHEERFULLY GREETED BY MY MOTHER. THEN, I BOUGHT AN AIRPLANE. I DID SOME WORK FOR THE ----- IT WAS PART OF THE ARMY THEN: THE CIVIL AIR PATROL. THEN, THAT WAS A YEAR'S STINT OF FLYING AROUND LOOKING FOR LOST PEOPLE. SO MANY PEOPLE WERE COMING BACK AND GOING ON PICNICS AND GETTING LOST. EVERYBODY WITH AN AIRPLANE WAS PUT IN CIVIL AIR PATROL THAT WANTED TO BE IN IT.

KEN

EARLIER, YOU MENTIONED THAT YOU WERE ON THE *LEXINGTON*. HOW DID YOU GO FROM THE *DEFENCE* TO THE *LEXINGTON* ?

JAMES

ALL RIGHT. AS THE ROSTER ON THE RECORDS SHOWS, BIT BY BIT, WE WERE ALLOWED TO GO HOME. THE FUNNY PART OF IT IS, CAPTAIN ABBOTT AND I BOTH WERE DISCHARGED ALMOST AT THE SAME TIME. WE WERE AT GUAM. WE WERE AT GUAM, WHICH WAS INTERESTING BECAUSE A CRUISER CAME IN THAT HAD LOST IT'S BOW IN A STORM. IT'S A POSSIBILITY IT WAS THE SAME STORM. AT LEAST FORTY OR FIFTY FEET OF THE BOW WAS GONE. WOULD YOU BELIEVE ANOTHER SHIP CAME IN TOWING THE BOW. ANYWAY, THAT WAS PART THERE. A LOT OF GUYS REMEMBER THAT. A FRIEND OF MINE I PLAY GOLF WITH REMEMBERED IT. WE WERE DISCHARGED THERE WAITING FOR----- THEY WERE USING CARRIERS TO TAKE ALL THESE MILITARY MEN BACK BECAUSE THERE WERE SO MANY OF US. LIKE I SAID, IT WAS A VERY NICE TRIP. WE DID NOTHING BUT PLAY BLACKJACK AND GAMBLE. SOME OF THE GUYS DIDN'T HAVE ANY MONEY BUT I MANAGED TO GET SOME MONEY AT GUAM.

KEN

WHAT WAS YOUR PARENTS REACTION WHEN THEY FINALLY SAW YOU?

JAMES

THEY WERE AWFULLY GLAD. MY MOTHER WAS SORT OF LIKE PRESS AGENT. I HAD MORE IMBARRASING CLIPPING SOMING IN THE MAIL.: "JIM BOWELL FIGHTS JAPS IN THE PACIFIC". "HARDING HIGH SCHOOL ATHLETE DID THIS AND DID THAT". I HAD TO HIDE THEM.

KEN

WHY DID THEY MOVE TO CALIFORNIA?

JAMES

MY MOTHER AND DAD ----- MY DAD WAS A REAL SUCCESSFUL MAN WHO GOT INTO ALCHOLISM/ HE WENT TO CALIFORNIA AND I THINK MY MOTHER FOLLOWED AND THEY ENDED UP GETTING A DIVORCE. IT WAS REALLY SAD.

KEN

HOW ABOUT YOUR BROTHERS. DID THEY ALL COME HOME SAFELY?

JAMES

MY BROTHER BILL WAS WOUNDED IN THE BATTLE OF THE BULGE. HE WAS HID BY A FRENCH FAMILY FROM THE GERMANS. HE DEVELOPED===== HE HAD A WOUND THAT WOULD HAVE PUT HIM BACK----- THE WAR WAS PRACTICALLY OVER ANYWAY, BUT HE HAD NEUROASTHENIA, WHICH MEANS HE HAD TROUBLE PULLING

HIS RIPCORD. YOU'VE GOT TO PULL THE RIPCORD TO PARACHUTE ALTHOUGH A LOT OF THEM ARE AUTOMATIC. SOMETIMES THEY DROP DOWN TO ABOUT 400 FEET AND DROP THE TROOPS FROM THERE. THAT'S A PULL YOU CHUTE DEAL. BILL DID VERY WELL. HE GOT THE CROIX DE GUERRE AND SEVERAL THINGS.

KEN

EVERYBODY ELSE CAME HOME FINE?

JAMES

YEAH, SURE DID.

KEN

BEFORE WE CONCLUDE THIS INTERVIEW, IS THERE ANYTHING YOU WOULD LIKE TO ADD IN REGARDS TO YOUR WORLD WAR II EXPERIENCES? HOW IT MIGHT HAVE AFFECTED YOU NEGATIVELY OR POSTIVELY?

JAMES

I THINK THAT IT WAS AN INCREDIBLY POPULAR WAR. I COULDN'T WALK DOWN THE STREET WITHOUT PEOPLE STOPPING AND ASKING ME IF I WANT A RIDE. I COULDN'T GO INTO A RESTAURANT AND PAY FOR FOOD. IT WAS UNBELIEVABLE AND THE PROOF WAS THAT LYING AROUND THE FEDERAL BUILDING WHEN I ENLISTED AND WAS REFUSED THE FIRST TIME. MY THREE BROTHERS GOT IN AND MY DAD GOT MAD. IT WAS A BIG BUILDING IN ST. PAUL, THE FEDERAL BUILDING, ONE BLOCK, TWO BLOCKS, THREE BLOCKS, ALL PEOPLE STANDING IN LINE TO ENLIST THE VERY NEXT MORNING AFTER PEARL HARBOR. ON MONDAY MORNING.

KEN

THAT WOULD CONCLUDE IT. I THANK YOU FOR SHARING YOUR EXPERIENCES WITH US TODAY.

JAMES

THANK YOU. I HOPE THAT COMES OUT ALL RIGHT.

END OF TAPE

TRANSCRIBED BY FOREST J. REES

PROOFED BY MARJORIE J. REES

FREDERICKSBURG, TX

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