

YONGSTOWN STATE UNIVERSITY

ORAL HISTORY PROGRAM

World War II

Personal Experiences

O.H. 1816

David Simerlink

Interviewed By

Elaine Fowler

On

June 11, 1996

David J. Simerlink

David Simerlink was born in Youngstown, Ohio, September 25, 1923. He attended James Hillman Junior High and Garfield High School.

David joined the U.S. Navy Reserves in 1940. He was discharged from the Navy in 1946. While home on leave in Youngstown he married Rita Simerlink on June 25, 1945. After the war he returned to Youngstown. Rita and David have four children, David – 50, Richard – 48, Thomas – 41, and Ronald – 39.

David was employed by the Youngstown Water Department for ten years, 1970-1980. He retired in 1980.

Simerlink is a member of the St. Nicholas. He is also associated with the AMVETS. He had been a Boy Scout, Cub Scouts, and Explorer leader. His special interests are cutting stamps for the vets and woodworking.

Youngstown State University

Oral History Department

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Interviewee: DAVID J. SIMERLINK

Interviewer: Elaine Fowler

Subject: World War II

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EF: David Simerlink at 1917 Lynn Ave in Youngstown, Ohio for the Youngstown State University Oral History Program by Elaine Fowler at approximately 9:27am. Mr. Simerlink?

DS: Simerlink, yes.

EF: What do you remember about your parents?

DS: My parents they were hard workers. My dad worked in the steel mill and my mother was a hard worker. We had, there were seven boys at our house, I have six brothers and my grandmother lived with us. There were ten of us and we were there during the depression. Things were pretty bad then, because we mostly survived on soup and potatoes, and my mother made homemade bread. Mom did all the washing by hand and had a down in the cellar they had a wringer that they cranked the stuff through to wring the cloths out. For holidays we bottled our own root beer, we had a root beer bottling outfit where the one brother put the bottle under and filled it up and we had a capping machine. My mother took good care of us and my father worked in the mill and he was a hard worker all his life.

EF: Okay. Well, what do you remember most about your childhood?

DS: Childhood was plain and in them days we played kick the can, which consisted of a milk can out on the sea where in the middle of the street. The footballs we had in them days we made out of newspapers with rubber bands on them and mostly it was all boys and girls from the neighborhood that we'd congregate on the corner of Myrtle Avenue and Simon Hill. We'd played until the curfew went off at nine o'clock and then we had to go home and sit on the porch or go in the house. I did a lot of walking down the railroad tracks down south side park where I'd pick berries. I went out and picked berries in the woods and brought crab apples home and stuff like that because things were bad in them days. I used to have a part time job cutting grass and weeding and helping people out for

a dollar a day I worked. I worked for a friend of mine and I got a dollar a day for delivering papers until I saved up twenty-six dollars to buy a western flyer bicycle, which I used to run my chores. The movies at that time were ten cents and candy was a penny and it was a real relaxing lifestyle then not like today.

EF: You said you lived at the corner of Myrtle and?

DS: Simon Hill.

EF: Where is that located?

DS: It's on the south side in between Market Street and South Avenue. In the winter time Simon Hill would be block off and you could get your sled and go down Simon Hill past Pilot Street and up around Oklahoma. That's how nice it was for us in the winter.

EF: What fun.

DS: It was fun.

EF: Do you remember what school was like?

DS: School was hard for me. I could get everything but Algebra and that was one of the reasons I went into the Navy I couldn't get Algebra. I got a bad mark in Algebra and they were real strict in school. I mostly liked art, mechanical drawing, and ancient history and arithmetic, but when we hit Algebra I was done for.

EF: Why did you decide to join the Navy?

DS: Well, its like I said before Algebra and we were having a hard time at home making ends meet. My one brother went in to the CC's and then two other brothers went into the service, and I went into the service because I liked the Navy. It wasn't no elaborate things like that, but I liked the big battle ships and stuff that they showed. I went in November 1940, before the Jap's hit Pearl Harbor.

EF: What was your first assignment on this ship in the Navy?

DS: I was transferred from Great Lakes to Pearl Harbor and I went on board the U.S.S Holland, which was a submarine tender and I stayed on that for a couple year until I got smart. When I was a seaman I had to do all the work on board ship. The seaman usually got all the chores to do, and one day I was sitting down and I saw this fellow sitting down there (he was a Bos'n Mate) and I asked him how do you get to be one. He said, "you have to study", and I got a book. I studied and at that time the ratings came down from the fleet there were only so many openings every year. I had a good record, so fortunately I got to be Coxswain and my life changed after that.

EF: How did it change?

DS: Well, I didn't have to work anymore for one thing, and I was a boss. I had men under me and I used to run the divisions when I went board ship. I organized the divisions the second division mostly. I was in the deck force, and I used to make out all of the watch lists, the liberty lists, and all the work assignments. Of course then I got special privileges since I was a rated man.

EF: How long did you stay at this position?

DS: Well, quite a while, cause in those days you couldn't get a rating easily. Then years later, I don't remember how many years, I went up for petty officer second class, which was a Bos'n Mates second. Then after that I went up to Bos'n Mate first. I am getting ahead of myself, but in Australia I got into a fight over a girl and they broke me down to second class, and I stayed second class the rest of my tour.

EF: Okay. From when you were stationed in Pearl Harbor what did you do?

DS: Well, mostly we were there getting refitted to go to tend our submarines. I went to submarine school and I went to the lung-training tower there on Pearl Harbor and I went on a thirty-day patrol run on a submarine, [The Sail Fish], but because of my ears and different things I had to get transferred back to the Holland. I couldn't take the pressure and my ears were always hurting and ringing, and I stayed on the Holland until we left Australia. We went to the Island of Java, and then Darwin, Australia, and onto Freemantle. . Well, anyhow in between there we got into typhoon and our rudder was carried away and we had to be towed into Perth, Australia, where we stayed for quite awhile until they found the blue prints of the ship and during the war they had to make a new rudder. We stayed there in Perth for quite awhile, where it was real good liberty.

EF: I can imagine that it was excitement being in the typhoon too. What was that like?

DS: Real scary because the waves were just tremendous and this was a big ship. The Holland was a submarine tender and it had a clipper bow which had an apparatus on it that they could pick submarines up if they were in shallow water. The ship didn't rock that much but we got tossed around quit a bit.

EF: During your tour after the war had broke out, did you maintain the submarine duty?

DS: No, I got transferred. I put in for a transfer to new construction off the Holland, because it was mostly handling the torpedoes and all kind of heavy things. There were a lot of men on there and it was real a confined feeling. The sleeping quarters weren't air-conditioned and it was real hot, especially when we were down in the tropics and then in Australia. I put in for a transfer and then I got aboard new aircraft (a CVE), CV78 to Salvo Island, which is a converted vessel escort, in. With a better duty all a way around.

EF: And what was that duty like?

DS: Well, me and five other fellows were transferred there. We went to Bremerton and we were supposed to get things ready, which we didn't do. We mostly stayed in the beer garden and drank all day and played cards, collected paychecks, and went back aboard ship to sleep. One day an officer came and had our names there and asked us what we had been doing aboard ship. We told him nothing, and he said well from now on your going to be aboard ship. So we had to go aboard ship and get things ready for the commissioning, which wasn't that bad.

EF: Okay. Do you remember any specific assignment that stands out in your mind? In any one of the ports you were at?

DS: Well, being a Bos'n Mate and being in charge this was an incident that I will always remember. We were in port and we were painting the carrier up under the sponsons (the underside of the guns). I had two new guys there and we got on a scaffold and we had to pull it up. One fellow had to get a rope on one side and pull you pull on this side because it was a block and tackle. We nearly had it up, which was about fifty sixty feet in the air and one of the guys left the line loose. The scaffold tipped and they fell in the water and I tried to grab the line, but the line went through my hands and it burned them raw. I fell into the water headfirst and the only thing I missed mostly was a knife I made that was out of propeller of a plane that had crashed on our carrier, which fell out of my holder. When I came up there was oil on the water and I had oil all over my head and my hands when they pulled me out. The doctor took me down to sickbay and cleaned me up and my hands were raw from the rope burns. So they put ointment on them and they bandaged them up and I said I wanted to go ashore tonight. He said someone will have to help you put your jumper on because you had to put it over your head. I said I am going to go over there and drink and have fun, and he gave me glass to hold and he said, "You won't have any trouble holding a beer bottle."

EF: Okay, how long were you in?

DS: I was in the Navy for six years (1940-46), then the Naval Reserves; and back in for the Korean Conflict (1950-52).

EF: Okay, after that. So you were there for the duration of the war?

DS: Yes.

EF: Did you see and battles?

DS: Oh yeah, we were in a lot of battles, but what impressed me the most was when the kamikazes would come from Japan and the destroyers would go out to meet them, and we'd get the word over the radio and through signal flags. The destroyers would go around laying smoke and we put to sea to escape. We joined the seven fleet and they attacked us again where they came out of the glare of the sun mostly. I'll show you a picture where one of them tried to crash on our deck and they shot him down and the wing hit the ship island and killed two-signal man. It crashed right along side our carrier

and it blew up and I wish I would have saved the picture to this day. There was an imprint on the side of the ship that said BF Goodrich and Akron, Ohio with the size of the tire imprinted right off the side of the ship off the kamikaze plane.

EF: So, the kamikaze plane had BF Goodrich tires?

DS: Right.

EF: Very interesting. So, they used American products.

DS: Okay. The other, before the war was over we went with the battle group up through the China Sea and the Suelou Sea there was battle ships, cruisers, and everything. We went up there through the straights; it's a narrow waterway. I could see the Japanese had all these signs on the beach and truck and cars going. We went up there at night at midnight with all the lights out. The next morning we were up in the China Sea and then they bombed everything and that practically when the war was over.

EF: When you were on the submarine tender, were you a Bos'n mate?

DS: No I wasn't a Bos'n then, I was just apprentice seaman when I was on the submarine.

EF: Okay. What was a typical day like?

DS: Well pm a typical day, my duty was mostly deck force and when we weren't surfaced you just stayed at the mess hall area. There you ate and lay in your bunk and read, and study. When we surfaced I had to get on the gun. They had a five-inch gun on the bow and we had to go man the gun and then stand watches on the bridge with binoculars. That was before the war!

EF: Were on the U.S.S. Holland?

DS: Yes.

EF: What was the typical day like there?

DS: Always had you working. There were boxes of food, can goods, and ammunition to bring on for the submarine and storage to take off. All kind of equipment for the submarines, to help load torpedoes all kind. It was always from 5:30 in the morning and you ate at 6:00 and then after that until lunchtime and supper it was work, work, work. The Holland had wooden decks and every Friday they called it Holy Stone Day. They had a stone, and you put a stick in it like a broom handle, and you had to go back and forth with it. The put some kind of compound on the brick and they'd go on the wooden deck. They then would wash it off and that deck was so clean and shiny. You had to do that especially where the engineers or somebody had dripped oil we would have certain chemicals to put on it. The deck was so spotless you could lie down on it! They were

always painting, I can remember how many miles of paint I chipped. They'd give you a chipping hammer and a wire brush and you'd sit there for hours with goggles just chipping the paint off in certain areas. You had to wire brush it, then put red lead on it, and then paint it. It was an endless task, endless.

EF: And that was to protect the ship from the salt?

DS: Yeah, from rusting. And keep you busy.

EF: Keep you busy. During your stay on the Holland you told us about your experience being in Okinawa was there anything that stands out in your mind before, while we were still in combat with Germany?

DS: No. The Holland wasn't in Okinawa that was the carrier.

EF: That was the carrier?

DS: Yeah. Mostly the Holland was like a supply ship and tended submarines. When we went to Freemantle we usually tied up and the submarines would tie up next to us and get fuel and torpedoes off of us. They had an anti submarine net across the harbor so that submarines couldn't sneak in, or couldn't torpedo or send some commando's in to blow the subs up.

EF: So you had to tend the submarine station?

DS: Yes, that was it our job.

EF: Was there any changes in the Navy during your tenure?

DS: The only change I've seen in the Navy was when they started the racial stuff. That was gradual it was hard after been years of segregated because of the blacks were kept. The blacks were in a compartment that they called the mess attendants and they took care of the officers mostly. That was their duty and some of them were cooks and bakers. They had their own shower. They mostly stayed together and they mostly were satisfied at that time until the law came out that they were un-segregated. They weren't bad, but we had to get use to taking a shower with the black mess attendant, which we never did before. When I was a Master at Arms on board the carrier and they would come to me and say there's a black mess attendant taking a shower. And I'd say there aint nothing I can do, that's the law now. You've got to accept it. So, after a while everybody seemed to accept it in the Navy, nobody held and predigest or anything like that. It kind of just worked it's way in at first it was a real shock, after five years of being all by yourself and then be mixed after it took a little adjustment, but we didn't hate them and we didn't pick on them, and we didn't do all that stuff they say today. We accepted them as the Navy and a comrade.

EF: What is a Master at Arms?

DS: He is a policeman aboard ship. It seems to run in our family. I have three brothers that were Policemen on the Youngstown Police Department. Anyhow, when I went on board the U.S.S Savo Island, they put down what I'd like to do since we were one of the first ones on the ship before it was commissioned. I met the chief and he said, "Why don't you get on the Masters at Arms force" which is like the policemen on board ship. My duty was to take care of all the prisoners that were put in the brig and, I had to go around and turn off all the lights at Taps in the evening. I knew every light switch was, I turned on the red lights in every compartment, and then in the morning I turned all the lights off, and that was my duty while I was on there. I had to go through the whole ship from one end to the other turning off all the bright lights and putting on the red night-lights. The red lights were like a battle light and had to be put on every night. I also had to make sure everybody was in their bunks. We took care of the prisoners, made sure they the ones that were in there for drunkenness, and we had to take them out and make sure they got a shower and changed cloths. We then took them up to get something eat. If they had to go to the doctor or the dentist we took them there. We made sure the ones that were on bread and water got their three glasses of water and three or four slices of bread. We always had a side arm and we never had any trouble with any of them.

EF: You said that you were stationed in Pearl Harbor for just a little while, was that before or after?

DS: I was stationed in Pearl Harbor before the war. We went from there we went to the Philippines and were in Manila Bay. In Manila Bay I was in a motor launch going to Kaveedie Navy yard to get paint and supplies when fifty-seven Japanese bombers came over, which were so high they looked the size of two of your fingers and they dropped bombs from way up there. They bombed the ships and then hit Kaveedie Navy yard and the Craigador Island. When we left Manila Bay and Kaveedie Navy yard they were burning. The Philippine pilot took us out past Craigador and everything and we went from there to Java. We were in Java until the Jap's started coming that way and we left there and went to Australia.

EF: So, you had to go were the action was not.

DS: Right. This was a noncombatant ship. We had anti aircraft guns, but it was a very voluble ship we mostly had a destroyer escort to protect us.

EF: So basically it was almost a supply ship.

DS: Yes, it was. It was a supply ship with a machine shop and everything on it.

EF: Did you every want to learn to do any of the machinery?

DS: No, most of my calling was working on deck and like I said after I got to be a Bos'n Mate was just organization and running things, I was a leader I wasn't a follower.

EF: In the things that we have talked about is there anything specifically that you stands out in your mind that we haven't covered?

DS: After I got off the Savo Island, the carrier I went on was a heavy cruiser, The U.S.S. Huntington C0107. We went down to Gunatanamo Bay (when we were friends with Cuba) and we put the ship in commission. One of our children was born then and they sent a radiogram that I had a boy. I was only on the cruiser for a short while and then I was up for discharge. My six years was expiring I had enough time to get out, so they transferred me onto U.S.S. Missouri BB63. I was on a battle ship for about six months where I organized things, and when I got off the battle ship I went to Norfolk, Virginia to be discharged. I didn't know it, but they lost my records. The fellows that I came with after a period of time two or three weeks were getting their pay, discharged, and going home. I was still there and after about two or three months the chief said, "How come your still here Simerlink." I said "my name never went up on the list yet chief," and we went over to the exec's office and they didn't even have my records! They had to send to Washington to get another set of records. While down there on base, we used to walk backwards so that we wouldn't get on the details. We'd hide our dog tags, because when you went on a working assignment down there they'd take your dog tags off of you so they'd know who you were. When they came in the barracks we would always go the bunks near the end of the barracks near the windows. When they'd come in the barracks to get working parties we use to get out of our bunks and jump out the windows and then run over to the beer hall and over to the movie theater until they caught us.

EF: What did they do whenever they caught you?

DS: They would put you on a working detail for two or three days.

EF: This assignment in Norfolk, what did you do there?

DS: I would evade working parties and wait to get my papers to come through. I then flew from there and met my wife in Chicago, and then I came back home from there.

EF: Then you stayed in the reserves afterwards?

DS: Yes, I was in the reserves and I got called back in the Korean Conflict in 1950. We were in Posen, Korea on board the U.S.S. Ford Marion, which was a supply ship when Truman declared a national emergency. We were there for three days along side the dock refitting and getting supplies. From the ship you could see the ROK troops, the United States Marines, soldiers in jeeps, and tanks. Continuously twenty-four hours for three days. I told my buddy, "if we've got that many guys here how many Korean's are over here?" We were too we was fifty-five miles from Manchuria at Eton and we used to take army men there and unload supplies. It was so cold there that the salt water would freeze on you.

EF: And that was in Korea?

DS: Yeah. Near the Manchurian border, just before the Chinese communist came over, I thank God I wasn't there when they over run the place.

EF: Wow. That cold. When you were on the U.S.S. Missouri what was that ship like?

DS: The Missouri was very crowded and it was hard to keep track of your men, because it was such a huge ship. I was a petty officer and could go to the front of horrendous line of three or four thousand men. We were in a storm in the Atlantic and I didn't even know until I went up on deck. It was amazing to see that big piece of metal floating in the ocean with all them men on it. I organized that outfit, because when we would go up to the quarters these fellows would be talking, reading the newspapers, chewing gum, and they had no respect for the officer. I got a couple of the other fellows, since I was only on there temporarily until I got discharged. I told the young lieutenant that this isn't right and I wanted, care of getting things organized. I told the men that, from now on there will be no chewing gum, no newspapers being read, there will be no talking when the lieutenant is here, and then after he leaves the room you can do whatever the heck you wanted. The living compartments they were all mixed up with enlisted men and officers and I said, "tomorrow all the men that aren't petty officers have to move out of there into the big room where the other officers slept." "All petty officers and people that are going to be going up for a rating is going to sleep in there." That was very unpopular there, but I didn't care how popular I was. We got things organized and I had this group of men clean up the living compartment for inspection. Their bunks were on the stench, (round pole anchored in the deck with weld), and they never cleaned that and when the bunks were up. They'd just swab up to it and to me it was half done. I told them get down on your hands and knees with a scrub brush and get that dirt all out of that weld down there and scrub where it's never been cleaned. This one guy said, "I aint getting down on my hands and knees for anybody", and everybody dropped all of their things for they wanted to see what's going to happen. I got this fellow back in there in between some lockers so he couldn't get out. All these guys were there watching and I said to him, "I am going to tell you one more time to get down there and scrub that thing and do what I am telling you." He said, "I aint going to do it." I hit him right in the nose and the mouth, splitting his lip and knocked one of his teeth out. His nose was bleeding and his head went back and hit that locker and he went down. I could have been court-martialed. I picked him up and I said, "okay you go down there to sick bay and get fixed up, and if you say anything about me hitting you I'll say you fell down." I told all these other guys, "Okay any of you other guys want it?" They all got down and did what I told them and I never had any more trouble. You got to show people authority if you're a leader. There was, this great big muscular fellow on board the carrier, (he looked Sylvester Stalone), who had been out there punching a punching bag. He never wanted to do what I told him, and all these other guys would take his side. One day I told him to do something and he refused to do it. I said I am going to hit this guy and if I don't drop him he's going to kill me. I hit him in the nose and he started bleed and when he saw the blood on his hand he fainted. It took four of us to carry him down to sickbay to get his nose fixed. I didn't have any trouble with him after that because I told him I'd punch him in the nose.

EF: Those are very major events that you have been telling me about on those tours. Is there anyone person maybe that you remember coming aboard on of the ships?

DS: Well, the only one that stands out on my mind was Chief Rizzo, who guided me and helped me get my ratings. Then there was Lieutenant Hartraves, who was in Korea with us and when we came back from Korea we went to Japan and we went to camp McGill, which was our base there. He was very good; he gave me a lot of help and that. The only others where the Captains on the Holland. I was seventeen and you had to sit outside the Captains cabin and guard him. I'd try to stay awake, but it was real hot and quiet. I'd walk around and I'd slap my face, and try to read. I fell asleep and when I woke up I saw a pair of feet, it was a commodore. I jumped up and saluted him and he said, "This is wartime you know I could have shot you in your sleep for sleeping on duty." He said, "from now on the mess attendant will have to leave you coffee and a sandwich or some thing to keep you up." So, after that they had coffee to keep me awake. That was the only time I ever fell asleep on watch.

EF: Where were you when the war ended?

DS: Where was I when the war ended?

EF: Yes.

DS: We were with the ninth fleet in Admitt, Alaska ready to invade Japan. It was really scary when we came out because there were icebergs on both sides of the channel. We left there and went to Japan and that's when they signed the armorists.

EF: What about Korea? Where you there the entire time?

DS: I was there for two years. I was there from 1950-1952. After we got done over there I came back to Japan until I was discharged. We were attached to underwater demolition one and two, which was the frogmen. I don't know if you've ever seen it on TV where they went up to the docks in Posen, Korea. When all the Chinese communist came down on the docks and the frogmen who were out in the harbor pressed the plunger and all the Chinese went flying everywhere.

EF: So your time in the Navy was completely during the war years?

DS: Yes.

EF: During World War II and the Korean Conflict.

DS: Right.

EF: When you came back how were things in Youngstown?

DS: People didn't even care. I wore my uniform and very few people even looked at me, or said anything to me, like they did the Vietnam soldiers. There's one thing I want to say about the American people, "I am disappointed in them, very disappointed. On Veteran's Day I wore my AMVETS hat and one woman came up to me at Finest Food Market and shook my hand and thanked me for Serving in the Navy and protecting the country. One person, one-person can you imagine that all these other people are not as thoughtful and thankful. They say you're a has been, but I say if it wasn't for me and all the other veterans serving and protecting the world that they may not have been here in a free country. And another thing Elaine, I think the government should do more for the Veteran's. Take care of all the Veteran's, especially these fellows that are sick and disabled, instead of these people that don't do anything for the country and expect everything. I went to the VA clinic on Belmont Ave a couple of times and I'd seen Veterans of the wars in Korea, Vietnam, and I told them I wasn't coming anymore, because I've got insurance and to take care of these fellows who don't. In the AMVETS as Commander I always wanted to get an organization going where we would contact all the Veteran's of World War I, II, Korea, and Vietnam. We could get the files from Washington and their families and send them a membership card, charge them a dollar a year and we'd have a more powerful organization then the National Rifle Association. We could tell President Bush what we wanted and if he didn't do it we could tell him, "we'll you've got about how many million votes and we'll campaign against you." But they won't let you do that because they are a non-political organization.

EF: Right. Of all the ships that you were on during War World II, which did you like the most?

DS:I like the aircraft carrier Savo Island CV78.

EF: Why?

DS: The duty and the men were good. The caliber of men on there was the greatest out of all the ships I was on. Not that the other ones weren't any good, but that was my most enjoyable tour was on the carrier.

EF: So that was the one that you enjoyed the most?

DS: Definitely.

EF: The people and?

DS: The food and everything was just the best.

EF: And you went a lot of places?

DS: We were over in the South Pacific on the Nimitz and Hollis. We were always on the task force with like six other carriers. I'll show you pictures in my yearbook and that.

EF: Six other carriers?

DS: Yes, six baby flat tops they called them. There are pictures in there that shows you when they Jap's were chasing us and the shells were coming close to our ship and we had to make smoke to hide the ships. We were way over the horizon shooting sixteen-inch guns at us and they couldn't get the range in. We were zigzagging and making smoke. They hit the U.S.S. Omni Bay and it was burning and we picked up its survivors. We had to send destroyers back to sink it, because it would give away our position. The most amazing thing about a carrier when were down there was the Jap's use to send planes out at night, they called them washing machine Charlie, and drop a few bombs on a task force. They'd be way up there and you'd be on the guns and it would unnerve you and get you rattled. You couldn't get any sleep cause you'd be on condition one and they kept doing this night after night. They get them on the radar and say "bogies approaching" and everybody would have to get up and go up on their guns and stay on the condition until they went back. Our Admiral called down to the ninth fleet to have two fighter planes sent up. They came up in the day so that night when the Japanese planes came over and they picked them up on the radar they shot down the two night fighters we never had anymore trouble. You should see on a carrier at night when they light it up and the planes come in. It's amazing how they can grab the tail hook and the arresting gear and stop them it's amazing. It's really exciting.

EF: How many planes are on one of the carriers?

DS: On our carrier was a small ship and we only carried about forty planes.

EF: That's a lot though.

DS: Well, you had so many fighters and so many torpedo planes. They tried to get me to go up in a torpedo plane one time. If you've even seen that cartoon of that cat that has two feet here and two feet there, they couldn't get me in there, four guys couldn't get me in there. I wouldn't go up.

EF: So that was you said your Admiral was Admiral Hollis.

DS: Yeah and Admiral Nimintz. We were in a typhoon in the China Sea for three days. We had two destroyers that were capsize and sunk and one big aircraft carrier had the deck half ripped off. That was something that was really scary, because while the carrier would go down in the trough and the water would be all around you. It would be like in a hallow and then you'd come up into the top of a mountain and then you'd go down again. The winds were terrific. It was frightening.

Elaine flips tape over here. There is nothing on the second side of the tape.