

YOUNGSTOWN STATE UNIVERSITY

ORAL HISTORY PROGRAM

YSU Naval Reserve Project

Naval Reserve Experience

O. H. 99

JAMES M. CRUM

Interviewed

by

David S. Arms

on

May 2, 1975

## JAMES MANSELL CRUM

James Mansell Crum was born in Youngstown, Ohio on February 28, 1927, the son of M. Dewey and Magdalene Crum, who owned and operated the Dunning-Crum Ice and Coal Company. He attended Sheridan Elementary School and Princeton Junior High School and would receive his high school diploma from Castle Heights Military Academy in Lebanon, Tennessee. After graduation in 1945, Crum entered the Merchant Marines for a period of two years. After this tour of duty was completed, Crum returned to the Youngstown area to further his education and graduated in 1951 with a Bachelor's degree in Business Administration from Youngstown College.

Upon graduation in 1951, Crum faced the Korean War crisis and instead of being drafted he entered the Officer's Candidate School at Newport, Rhode Island and later was commissioned an officer in the United States Navy Reserve early in 1952. In 1955 he was separated from active duty and returned to the Youngstown area to begin a business career. Crum assumed a role in the life of the family business which was now known as the Dunning-Crum Soft Drink Company. Along with his job responsibilities, Crum also became actively engaged in the Naval Reserve Training Center in this area.

Having completed twenty years in Naval Reserve work, Crum retired from the Naval Reserve program but still remains an active member in his community. Crum and his wife, Edwina, live in Boardman and he is now the president of his family's business. Community life and responsibility seem to play an important role in Crum's life and he attributes this feature to his Naval Reserve experiences and training.

Julie Di Sibio

YOUNGSTOWN STATE UNIVERSITY

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INTERVIEWEE: JAMES M. CRUM  
INTERVIEWER: David S. Arms  
SUBJECT: Naval Reserve Experience  
DATE: May 2, 1975

A: This is an interview with James Crum for the Youngstown State University, Oral History Project by David Arms, at the Y.M.C.A. on Champion Street, in Youngstown, Ohio, May 2, 1975, approximately 2:10 p.m.

Mr. Crum, could you just give me an idea of your background, your family ties, education?

C: My family background is the fact that I was born and raised right here in Youngstown, Ohio on the south side. My father was born in Youngstown, lived in Columbiana [a short time and] returned to Youngstown, and started a business. He had his own grocery store when he was eighteen years old, on Oak Hill Avenue, eventually wound up in the ice and coal business. Our corporation was known as the Dunning-Crum Ice and Coal Company. A lot of people today still remember the Ice and Coal Company. From there, our corporation developed into a soft drink company, still maintaining the name the Dunning-Crum Company which I am now the head of the corporation.

As far as my educational background: my elementary school was Sheridan School; I went to Princeton Junior High School, and I went for a short period of time to South High School. It became a benefit

of mine to be able to go away to military school. My parents saw fit to send me to Castle Heights Military Academy in Lebanon, Tennessee for a period of time where I received a diploma and graduated as a high school graduate. That was right toward the end of World War II. My personal life led me into the merchant marines for a period of approximately two years where I served as a merchant seaman not realizing at the time that that was considered essential war work and Mr. Truman, who was President at the time of my leaving the merchant marines, had declared a draft holiday. I returned to the Youngstown south side and furthered my education at Youngstown College, at that time; now Youngstown State University. In 1947 I entered Youngstown College, graduated in 1951 and joined the Kappa Sigma Kappa fraternity, which was the only national fraternity at Youngstown at that time. It has since been absorbed and unfortunately I do not know the Greek name of the particular fraternity that merged with Kappa Sigma Kappa. We lost our identity completely. Right after graduation in 1951 from Youngstown College, the war in Korea was on and I was eligible for the draft. I didn't particularly want to go to the Army, having served some time at sea as a merchant seaman, so I entered Officer's Candidate School under the Navy program at Newport, Rhode Island and was commissioned an ensign in the United States Navy Reserve in early 1952, at which time I served as an ensign in the United States Naval Reserve. I was an ensign, a commissioned officer, until 1955, when I was separated from active duty and returned to the Youngstown scene and affiliated immediately with the Naval Reserve Training Center at LaCleda and Rush, and have been active with the Naval Reserve now for the past twenty years in some fashion.

- A: Mr. Crum, you indicated you affiliated immediately with the Naval Reserve upon your return. To give me a good indication, why did you do something like that?
- C: Well, at the time I joined the Navy in late 1951, right after I was graduated from college, my contract was such that I was obligated in the program for a period of six years and I felt that to fulfill my obligation and my contract I had to affiliate with the Naval Reserve Unit. It was my intention

at that particular time in 1955, after I had been separated from the service, my wife and I took approximately a month to come home. We were separated in Bremerton, Washington and it took thirty days to come across the country, sightseeing and enjoying ourselves because we felt we'd never have another opportunity to see the United States, or that part of the United States again. A month later I was knocking at the door of the Reserve Unit wanting to know if they needed a lieutenant junior grade, fairly senior, and they said they did. I became active in the Reserve Unit for the primary purpose of fulfilling my six-year obligation. I often said to my wife that if I made lieutenant I'd quit there because I felt lieutenant was one of the finest ranks the Navy had. But as a result of my becoming affiliated, I got very much engrossed in the work and dedicated, and I realized that we were making a contribution to the young people in the community. I felt that we were doing some good for the young people.

Back then, we didn't have some of the problems we have today. But still I felt that it was a fine thing that we were picking them up from the Boy Scouts and making better men out of them every day. What little effort or what little bit I could contribute, I felt I was doing a good job for my fellow man, for mankind, et cetera, et cetera, and for my country. So I stayed instead of the six years, I stayed for twenty-one and I'm now eligible for a pension. In the meantime the Navy and the government were good to me. They paid me for my efforts. They advanced me in rank and I retired with the rank of Commander. I don't draw a pension until I'm sixty years old, but we had a lot of fun in the Reserve program. I met a lot of nice people, a lot of good Youngstown people, and a lot of people that had the same feeling and attitude and mission that I had, of trying to help and better our own selves, perhaps selfishly; but more basically, trying to help the other fellow and the younger man realize that this country was worth living for, fighting for, and dying for; that we had something to offer in the Navy and the Naval Reserve; that a good Navy man was not only a good man, but a good sailor, and a good, moral, clean-living man; that the things that we taught these young men were things that they could carry with them the rest of their lives. The experiences were fantastic. Our two-week train-

ing duty programs were exceptional. Such men as Captain Stansbury, who's dead and gone, was one of the founders of the Naval Reserve in this community; Captain Averell, who when I was ready to build my house, had I not known Captain Averell, I'd have never had my lot surveyed. Well, I'd probably have had it surveyed, but maybe not with the trust that I had in Captain Averell because I knew him from the Naval Reserve. I met some very fine people in the persons of Doctor Vuksta, whom I think is a fine young man. Not realizing his position in the Navy, his dedication. He's dedicated to many other things but Mike helped me in many cases, with my command, when I took command of the Unit. I feel that Doctor Vuksta is a fine gentleman and quite an asset to our community today in his cancer work. These are men that we knew in the younger days when they hadn't attained these positions. It makes me feel proud to even say that I know people like this.

- A: During your active duty in Korea, could you just give me an idea of what kind of activities you were involved in there, where were you stationed, that type of thing?
- C: As I graduated out of OCS our class was the fifth class graduating from the OCS program. Every class up to that point had gone to sea duty or primarily overseas duty into the Korean area. Fortunately, I was assigned to the aircraft carrier, Oriskany, which was the fourth largest carrier afloat at that particular time in 1952. She was stationed at Guantánamo Bay, [Cuba] and they wanted to have her in the Pacific area because she had the capabilities of handling more up-to-date armament and weapons than the other carriers and some of the other ships. But she was too big to get through the canal, so I made a little history in the fact that I was on the first, as the Navy calls it, heavy combatant vessel to ever go around Cape Horn. We circumvented the Cape in the spring and early summer of 1952 and came up on the west coast and tied up in San Diego, California. There have been a lot of other vessels such as submarines and destroyers, destroyer escorts and smaller craft like that that had gone around the Horn, but never anything as big as the Oriskany. We were approximately 888 feet long and about 105 foot beam, and I think she pulled something like 72,000 tons. I'm going way back to remember that.

I could be wrong in that particular figure. I hope I'm not held to my statistics. But it was a big ship; I know that.

A: What was your job on board?

C: I was a CIC Watch Officer, which probably doesn't mean too much to people today, but this had to do with the radar operation of the ship. In inclement weather, heavy weather at night, we were the eyes of the ship. We stood watch twenty-four hours a day for friend or foe and also a clear way in which we could navigate the sea so that we didn't run into or have collision with any other vessels or anything of that type that might be at sea the same time we were and on a collision course. And if in a heavy fog, you can't see very well, but it didn't bother the radars and I can remember at Cape Horn it was overcast and foggy and pretty miserable for about four days. We were unable to get any kind of navigable sights as far as the sun sights or moon sights or star sights, so we did what we called radar navigating for four days. And in that period of time, we were right on course, a few miles maybe to the left and a few miles behind or ahead, but by and large, we stayed out of trouble and that's what the purpose of the radar was for, to keep you out of trouble, also give you other information as to where other things were at so you know where you are in relation to them.

We had two destroyers with us that we had to keep track of, because the seas were pretty heavy down there and these little fellows, they were up and then they were down. Sometimes, they even disappeared from the screen because the water went right over the top of them. We knew they were there and we'd watch for them on the radars. And then when we got over to Korea, of course, our activities were multitude because of the flying of aircraft and the watching of the other ships that were in the force with us. We were Fast Carrier Task Force 77. As I said though, backing up a little bit, we came around Cape Horn and we were stationed in San Diego for awhile where I had an opportunity to further my education in the Navy by attending a CIC school while the ship was getting operational readiness tests to go over into combat in Korea. We left San Diego in the fall or the autumn and we headed for the Far East and we stopped for our last operational readiness inspection in



Hawaii, which was a very pleasant stop for me. I'd never been there before. We stayed in Hawaii for a week, ten days on this inspection cruise, if you want to call it that, again before we were released to go into combat. Then we were finally given the green light that we'd passed with flying colors and did everything right, like we were supposed to.

The commanding officer was commended for having a fine crew and felt the ship was ready to go. We went overseas and we were sort of prodding the engine department to put on a few more turns, because if we got into the combat zone by a certain date, we were able to save some tax money. (laughter) So we wanted a few more RPM's to get there a little quicker, and we made it so we were able to save a month's taxes. We were over in the combat zone for approximately a year, before we returned to the States. We saw some action. Our ship was fortunately blessed. There had been some other aircraft carriers that had some fairly large aircraft losses. We felt proud, we only lost six pilots through both combat accidents, as well as what they call operational accidents, mistakes that were made would cost a man his life. We only lost six. We know of many aircraft carriers that had lost forty. We had approximately three hundred pilots aboard. So six out of three hundred isn't a bad record.

We also had the distinguished recognition of having shot down two MIG's over there in the combat zone, which was rather unusual for Navy aircraft, to even get in contact with the MIG's. They left that up to the Marines and the Air Force. But we happened to catch a dogfight up in the northern part of the Japanese sea and we got involved and ran a proper intercept and we came out on top. We were recognized for that. They painted two big MIG's off the side of the island, which we thought was great. We were commended for our operation over there because of the fact that our losses were small and our victories were great. Other carriers hadn't performed quite as well. Even in the Navy, you not only have the spirit of competition between the Army and the Air Force and the Marines, but you even compete among yourselves. So we're always competing for something and I guess that's what makes us the best.

- A: How did you feel about this? First off, you joined the Navy and everything. Then you went into combat. Could you just give me an idea how you felt, your attitude toward the whole thing?
- C: You mean about entering combat? Well, if you mean compared to someone else that had just started into this you have to remember, that I ended up at the end of World War II in a combat situation. I was on a troop transport in and out of Europe and we pulled the English Channel many times with mines going down the side of the hull, just waiting for us to hit one. Fortunately, our wash was able to keep it far enough away that we didn't climb the mine. This second time around, being a commissioned officer I was a little more on the inside track. We were getting into an area of combat that had no Navy over there per se to actually shoot at us. Fast Carrier Task Force 77 was not in close doing any shore bombarding, so I felt a little safer, if that's what you mean, going with this carrier and into the area there, than I did previously when I was sailing up and down the English Channel approximately eight or nine years before. Although, everybody kept calling it a police action, and this was all you heard, that the United States was involved in a police action.

When you got over there that was no more a police action; that was an out and out war, and I mean you were being shot at and you were shooting back. When we ran that intercept on those MIG's that were coming out, had we not been properly trained and properly informed and had a competent crew, and run the intercept, it was entirely possible that that flight of aircraft or whatever they called themselves, there were seven of them--and if they'd have gotten through they were loaded with armament--they'd have come after us and we may have lost some men. Now, as I said, for combat reasons and operating reasons, we only lost six planes and six pilots. We did have a bomb explode on board over there and blew number three elevator out and killed two men. That's quite an experience to be on board a ship and actually have a 250 pound general personnel bomb go off, and you're standing in such a position that the next morning you wonder why your ribs ached--because the concussion and you jumped about six inches off the deck. And your first thought was your men that were exposed in the open areas, when

that thing let go. I had men on different levels of the ship. I was responsible for the look-outs and they were exposed to this thing. Fortunately, none of my men got hit, but we could see where the shrapnel hit the steel around them and close by them. I checked everyone of them in their position immediately to make sure that I didn't lose any men. Fortunately, my people came out all right. But there were two that didn't. Now that isn't exactly the type of combat when one of your own planes comes in with a piece of hung ordnance and the dang thing goes off, but it went off and took number three elevator right with it.

The funny part of it all is that the pilot had over four hundred pieces of shrapnel scattered through his body--we had almost a complete hospital on board--and the medical department immediately took him down into surgery, started chopping those pieces of shrapnel out of him and to the best of my knowledge, he still lives today and could be flying aircraft. And the rest of these people, the one boy that got killed got hit with one piece of shrapnel and that was all but it hit him right in the center of the head. So those are different experiences that you go through.

But in answer to your question, I felt that what we were doing over there was necessary. I felt that it was a good thing, not to go around killing people but to protect people from aggression that they don't want and can't defend themselves. Sort of a big brother policy. I'm not sorry that I was part of it. I'd do it again if I had the opportunity, or if the necessity arose and my services could be used. I wouldn't hesitate. I had just recently been married before I went overseas and I missed my wife. I didn't have a family at the time. But when we came back and I got my feet back on the ground, so to speak, the Navy saw fit to send me up to the Aleutian Islands, up into the island called Adak, out in the Aleutians where I finished out my tour of active duty and did have a little daughter born out there. I hope she never wants to go back to her home town because it's quite a ways out. It was interesting. I'd go back to the Aleutian Islands, too. They were a fantastic place. Altogether different kind of living than you have here. I always said it's the only place in the world it rains horizontal, because of the high winds that were

constant. A nice calm day out on the island of Adak was slightly overcast, about forty-five to fifty degrees and with a thirty-five mile an hour wind.

A: Could you say that this feeling that you had about the big brother action, in other words, did there seem to be a positive attitude among the crew or was there a negative response, such as with Vietnam? Could you compare it a little bit there?

C: I know what you mean and what you're trying to ask. Yes, there was a definite positive attitude among the crew. We were in something and we were in it for a reason. And there was a good reason. The reason was I feel that we weren't far enough away from World War II yet to have the Russians acting up again and doing some of the things. And our crew knew that the provisions that were being given to the North Koreans were coming through Russian channels. The attitude of the American public hadn't changed either. Where in the Vietnam situation, it was sort of like our Congress told us who we could hit and who we couldn't hit. It was sort of like a boxer in the ring with his hands tied behind him. All he could do was duck and maybe butt with his head. Over in Vietnam we weren't allowed to strike certain areas. We couldn't fly up to Hanoi and drop our bombs. We couldn't go into any of these big areas or into the stronghold of the enemy, so to speak

We weren't allowed to cross over into Cambodia. We weren't allowed to do a lot of things in Vietnam. I think that's why the military got discouraged and the men got discouraged, and so forth, because you chased the enemy to a certain point and then you've got to quit chasing him. You've still got a lot of breath left and he's panting and you begin to wonder why.

In Korea we weren't in that situation. We went up within seventy miles of the Russian border and discharged our bombs. Our pilots were given what they call targets of opportunity--anything they saw that they felt was enemy they were permitted to attack. We weren't restricted other than we weren't allowed to fly into China or into Russia. We had to stay within the confines of North Korea, which was better than the Vietnamese situation because in Vietnam you could only go so far, even into North Vietnam,

Hanoi was off limits. This is the capital. Why can't you go get the big boy sitting in the big house? Our Congress said no and this is why I think that became such an unpopular war and why the morale and everything else deteriorated because again, how do you tie your hands down and still fight a battle?

A: Now you say you were discharged in Bremerton, Washington in 1955 and then returned to Youngstown? What did you do when you got back to Youngstown?

C: You mean what did I do for my vocation?

A: Yes.

C: I went back to work for Dunning-Crum Company and have been there ever since. My dad put me to work when I was fourteen and the only times that I haven't worked there were my service interruptions, both the maritime service and the Navy. The first thing I did was go back to my job; the second thing I did was report to the Naval Reserve Unit.

A: What kind of a job did you do down there?

C: At the Naval Reserve Unit? I started out as what they called a group supervisor. I had a group of young men under my, not command so to speak, but I had a group of young men who I was responsible for to see that they received proper training and various and sundry classes. Some of the classes had to do with seamanship, some had to do with engineering. Some were basic classes in military. I was a rating group supervisor and we were leading these men into various and sundry ratings: boatswain's mate, gunner's mate, storekeepers, or what have you. I had a group of I guess it was thirty or forty of these young fellows that if they had problems and questions I was their big brother. They'd come and talk to me. I was in charge of the instructors for these people. Then I moved on from that position a few years later they saw fit to move me in as Personnel Administrative Officer where I handled all the personnel and the administration of the unit, Surface Division 4115. I had that job for quite some time. This was a job I held in Alaska. I knew personnel jackets and the administrative work. I knew how the filing system worked and where to find instructions and so on and so forth. This was sort of my cup of tea and they

let me have it. I worked in that area for some time. Then for a very short period of time, they had me as active duty for training officer and shortly thereafter they made me the executive officer of Division 4115. And about two years later, I was given command of Division 4114. They took me away from my old division for a good reason and gave me command of the other division that was assigned at the training center. I had command of Division 4114 for approximately two and a half to three years, which was usually the normal period of time, until they moved somebody else in. Then I moved on to staff work and appropriate billet work and appropriate duty work, helping the other younger men who were coming up through who had just returned from active duty such as I had ten or twelve years before, until I finally got twenty years in and then I asked for my retirement.

- A: When you came back and joined up, do you remember, you mentioned two units that were attached. Were these the only ones there or do you remember any other units and what happened to them?
- C: Well, at the time that I was assigned there was what they called the two surface divisions which were Division 4-114 and 4-115. And then there was a Seabee Division which I'm not sure of what it's number was, and there was also a Marine Division. A Marine Engineering Company is what was assigned there. Then we also had a group of men who couldn't devote full time or couldn't spend as much time as some of us other ones in active status in the units who were in a non-pay unit, and I forget what we called that. I guess we called that an MSCS or an MSTS, Military Sea Transportation Service Unit. These were basically officers who either couldn't get a billet in a service division or didn't have the time to devote to the program but did have time to give one or two nights a month to come down in a non-pay status. So in reality, we had approximately five different programs going on at the training center in these various units when I joined up.

Since then, there was a division up in Warren that was transferred down to Youngstown. Service division 4-113 was transferred from Warren to Youngstown and they closed up that training center up there, which I think made sense. We both were recruiting

the same people from the same area. It was a smaller unit, a smaller division. But of course, here again politics has a lot to play with what goes on sometimes in a community, as far as some of these service organizations are concerned,

When I left, we had reduced down to two surface divisions and the Marines were gone. The Seabees were still there and it became my job or duty or responsibility to close up the MSCS group. I did have command of that also later on, even though it was a non-paying job and it befell my duty to close it up because we could not maintain the necessary on-board strength.

The officers that were in the MSCS group were then billeted over in Akron, as many of them as possible, some of them in Canton. However, I believe now the training center has the two units and the Seabee group training down there, as far as the Navy's concerned. We had some good times. It was a good organization to belong to and I'm not sorry a bit.

- A: When you first joined down there, do you recall what took place during the meetings? When did you meet and what did you do during these meetings? Not just yourself, but what everybody was supposed to be doing.
- C: We met on Tuesday night and we met for three hours, from seven to ten. The commanding officer, of course, was responsible for the whole unit, to see that it functioned in accordance with the regulations that were established by the Bureau of Naval Personnel. The primary mission of the units was training. We were to give the theory or the theoretical training of basic training to the recruits that we recruited and brought in. That was part of my job, to help my instructor take these couple of classes that I had of thirty or fifty men, or two classes, whatever you want to call them and we trained them in an area of maybe half a dozen different subjects. We trained them in seamanship, we trained them in uniform code of military justice, uniform regulations, we trained them how to march, we trained them in proper Navy terminology. The Navy uses different lingo sometimes than we do in civilian life, such as the floor is the deck and the ceiling is the overhead. These people all had to learn this kind of jargon to get along when they were sent on to

active duty. So it was just a regular school, and you went to school for three hours. Now granted, we had breaks where they'd come out of class and can have a smoke or a can of beverage or have a cup of coffee or something. But by and large, it was just like school and you used your petty officers and people who had been on active duty and who were in the Reserves for the same purpose you were, to train and teach these people. Of course, my job was to aid them and assist them, and to guide them in their training and see that they did it right, for these young men that we were going to send on to active duty. The Reserve Program was made up of two kinds of people: people who had been and people who are going. The people who have returned from active duty with the Navy are the trainers and the people who are to go are the people we ask to come in and join the program and we train them, and they're the trainees. Basically, that's about as simple as you can define it.

- A: Can you recall any of these people that might have come in Youngstown, that are a part of the city of Youngstown, while you're affiliated in it?
- C: You mean people that came into the program while I was there, who are back to town? Well, we have a councilman who is an ex-Naval Reservist who I had in my command right at the present time. I can't recall whether the mayor was active or not but I know that he is sympathetic to the Marines. We have a judge who was active in the unit when I was active, who had command of the Marine division, Judge Tom Flynn. He was a Marine and had command of the unit when I was active in the unit. Right offhand, I'm omitting a lot of people I know because there were so many people that were involved and fine people who have gone on and gone ahead and are doing things today.

For instance, you had a machinist--who I always thought was a cook but he turned out to be a pretty good cook--who is the executive secretary or the executive manager or whatever you want to call him, he runs the Youngstown Club which is one of our best private clubs in the city. He's got an assistant down there by the name of Rhodes. This young man's name is Parkman, Eddie Parkman, and I believe it's Eddie Rhodes. They have a lot to do with the proper operation of the Youngstown Club and they're both Naval Reservists and good men. I've known them for



years. You've got teachers at the university. You've got teachers in the high school. You've got bankers. Just to mention a few real quick off the top of my head, there was a Captain Townsend here one time. I don't know whatever happened to Captain Townsend; he's not in the area anymore, but he started one of our television stations, WYTV. He was responsible for it getting into the community. So there's a lot of people of this type that were in the area.

A: What kind of activities did you become involved in not only right there at the center that might have been just Navy-related but in the community? Can you recall any of these?

C: Well, after I got home and started to get my feet on the ground, I became active and, of course, Naval Reserve was my number one activity. I became active in my church. I took on various and sundry responsibilities, various positions in the church, I became active in the Chamber of Commerce. I became active in the Navy League.

As far as our industry is concerned, we're in the soft drink business. I became active in what's known as our Royal Crown Bottler's Association of the State of Ohio. I also became active in the Ohio Soft Drink Association. Now that's all the bottlers in the state of Ohio. I became active in our National Soft Drink Association. Just recently, I was elected as a board of director of the National Royal Crown Bottler's Association. This is a national association of Royal Crown Bottlers throughout the country, some four hundred strong.

I've been active in trying to establish our operations up on the south side of Youngstown, in the uptown district. We've been up there since 1927 and we've been active in attempting to promote the uptown district because with the construction of so many malls and plazas now, our little area up there which probably, if you go back and think about it, was the first plaza in the city of Youngstown but not known as a plaza then. It was just called the uptown district. We're active in trying to promote that area as a good retail area for people to come and shop and look, and to live and work in our community.

Well, you get tied up in so darn many things. I'm a member of the Elks Club; I'm a member of the Lions Club. I'm a member of the Masonic organization, I just don't know what all (laughter) I'm a member of the South Side Merchants and Civic Association. I'm a member of the Boardman Civic Association. You just get involved with so darn many you can't remember unless you start writing them down.

- A: In your relationship in all these organizations and everything and in the city of Youngstown, have you found that the Reserve organization, specifically the Naval Reserve, is accepted into the community?
- C: As far as I'm personally concerned, the Reserve organizations have been accepted with open arms for a number of reasons. Number one: The Reserve organization is probably one of the few organizations that actually brings income into the city, as far as an organization is concerned. These people that drill and are in a pay status, I don't know what your payroll is, you would have to tell me that. But I would rather imagine that if you were to sit down and figure out what the monthly pay is of your people that are here on active duty plus what's paid to the people who are participating in the unit, I have reason to feel that there's somewhere around two to three hundred thousand dollars a year that comes into this community just through the Naval Reserve. I know the Army Reserve is fairly defunct but the Air Force Reserve is not; it brings some funds in. But this is something that the community looks to as to what kind of a contribution do you make to the community and one of the basic contributions is: you do bring some income and some spending money in here that help us exist. Without something like that, an organization really doesn't function. They have to make a contribution to the community. Now you say, "Well what does the Lions Club do or what does the Rotary Club do, or what does the Masonic organization do," or something like that. Each one has their mission and it's usually a good mission.
- A: So far, Mr. Crum, we've been talking about the relationship of the Reserve, how they're accepted in the community and you mentioned in the monetary field. Could you give me any more ideas of what else maybe they've been doing?

C: They also perform a service, for instance, parades. Whenever there's a parade which there's usually two a year in this area, we consider big parades. The Navy has always been more than willing to volunteer a group of men and the men have been more than willing to go down and march downtown, and try to look their best and we've even rehearsed for that. I can remember times that we would ask, because of the location of the Naval Reserve Training Center, which is right across the street from Cardinal Mooney High School, parochial high school, on the south side. They have a huge parking lot over there and this makes an ideal spot to drill in close order fashion your unit getting ready for a parade. So we'd go over there and ask the monsignor if it's all right if we'd come over there and use his parking lot for drilling. Oh, we used to have some good times over there drilling, if you want to call a close-order drill a good time. But we'd try to look our best.

There's other areas of service that have been performed, for instance, I venture to say there's a lot of people in the community who do not realize the Navy awol people who might be picked up by the sheriff's department or the police department are eventually turned over to the Naval Reserve Training Center for appropriate action back to their proper duty station and proper disciplining. Of course, we don't do the disciplining here, but they do it when we return the individual. A lot of people don't realize that this is one of the functions we have. As far as the Naval Reserve Training Center is concerned, I venture to say that there are a lot of people that don't realize that it's the only active area, right now, that any armed forces' dependent can seek aid medically in the area. I've had occasion or privilege to use it a couple of times in relation to a niece and nephew I have who are on active duty when their families and spouses have come home. They've had to come down there for assistance. Had I not known that, this might have left them in a dilemma. I'm sure there's a lot of people who have been in a dilemma. What's going to happen? "My daughter lost her ID card and her husband's over in Germany and she's leaving day after tomorrow. How does she get a new ID card?" Well, fortunately, I know these things and a lot of people don't. These are some of the things that the Naval Reserve does. I venture to say that if there was to be any widespread hunt of any type, a missing child, or something of this

type and the Navy was called upon to participate in what you might say a posse, or a group to go out and look for people, why they'd be one of the first ones to say, "Sure, I'll have fifteen or twenty or thirty men there. What do you need?" Not only do they bring monetary services in, but they have a lot of other functions that they can volunteer.

A: Can you think of any specific instance, even amusing instance that took place during any of your participation in any of these activities or parades, or anything of that nature?

C: I paraded for eleven years, myself personally. I paraded in the ranks with the troops until I had command and then I was out in front. I've even had the privilege of--and it was because of my association with the Reserve component--being invited to spend the parade time on the observation stand or the reviewing stand, with all your hierarchy in the city: the mayor, the councilmen, and the judges, the police chief, and so on and so forth. If I hadn't been affiliated with the Naval Reserve I don't think I'd ever have been asked to be on the reviewing stand.

A: In your relationship too, Mr. Crum, you mentioned that some of these activities directly related. How does the Navy League possibly fit into this at all?

C: The Navy League is the civilian arm of the Navy. Many people have the misconception that they have to belong to the Navy or have someone who has belonged in the Navy or been a member of the Navy in some fashion before they can belong to the Navy League. This is not true. In the Navy League, anybody that's a U.S. citizen, I believe is the only requirement. You could have been Army or a Marine, or even not having been affiliated with any branch of the armed forces, but you can belong to the Navy League. The purpose of the Navy League is the fact that we're sympathetic to the Navy in what the Navy is promoting and what they are trying to get accomplished and in their missions, and what we try to do is see that Congress recognizes the Navy as much as any other department and give them the opportunities equally, along with the other branches of the service to do their job and function efficiently and function in the manner best for all concerned. The Navy League could be considered a pressure group. We see the Navy getting into trouble, for instance, if the attitude of the public is that we should have

more aircraft carriers than we should have tanks, why the Navy League will, if the Navy League feels this way, they'll go to bat and try to contact the proper people in Washington through the Congress, through other Naval officers, many different ways to try and get their voice heard, and of course, there's safety in numbers. The Navy League is a civilian arm. Plus the fact that we get involved in many different things. For instance, the Navy League provided a boat for a number of years out on Lake Milton for the training of the Naval Reservists. This was a simulated training because the helmsman wasn't any further away from the engine man than, well in fact, they were in each other's way half the time. But still, he commands the helm and commands the engine man who was running the engine room and in so doing you made them familiar with some ship-board operations, so that when they got out at sea, and the helmsman was way up on the bridge and the engine man was way down in the engine room he still heard the same thing. He knew what you were talking about. The Navy League provided this boat for this purpose.

The Navy League, I think, is also very interested in what's going on right now with Milton Dam. We're anxious to see that dam fixed and put in proper safety conditions so that people can go out there and boat safely and enjoy their boating. I feel the Navy League also supports the Coast Guard in this respect. We would give our full support to the Coast Guard, who first of all are required to sit down and work out some safety regulations on the lake and conduct safety inspections for some of the boats. And I think that they may have some word, I'm not sure, now I could be wrong on this, they may have some word in that dam itself, or at least suggestions. Now that might not be true because here you're working with the corps engineers, which is a different breed of cat.

- A: You mentioned this boat that the Navy League had. Do you remember how that came about or anything about that?
- C: Yes, I do. The Navy, itself, provided, I believe it was a submarine chaser up on Lake Erie, at Cleveland. Our units were supposed to have opportunities to go up there and board that ship especially on weekends and take it out on Lake Erie and sail it and again

have the type of shipboard training that you get when you're on a ship. But it seems as though for years we'd try to set a schedule and get our troops out of Youngstown up to Cleveland and about the time we felt we were all set and we were going to get the ship for a weekend, it had to go in for an overhaul or there was something broken down and it was tied up to the dock. Or the Navy had reason to use it and they sent it someplace else. It was always something and therefore our use of the submarine chaser up on Lake Erie at Cleveland was very nil. We didn't get it very often. I can only remember since I've been associated with the unit that we had it twice. Now we may have had it a couple of times after that and I didn't know it but it was only twice while I've been in the program. So we felt as Naval Reservists it would be a good idea if some way we could get this same simulated training, here again, a training for the young man who has not been to sea, who has not been affiliated with the Navy; give him an idea of what it is to step on a ship. And we felt that if we could get somehow, somehow, put some kind of a craft out on Lake Milton that this would do the job.

If my knowledge serves me right, we first went to the commandant of the Fourth Naval District which was located in Philadelphia to see if we couldn't get a motorized Liberty boat or commonly called a lifeboat with an engine in it. They had quite a few of them in surplus or what we thought was in surplus just sitting around in the Navy yard in Philadelphia. We felt if we could get one of them shipped in, we'd use our facilities and our people and our machinists and engine men and mechanics and carpenters and everything else, and we'd fix this thing up and put it out on Lake Milton. The commandant thought it was a good idea but he turned it down. So we didn't get a boat from the commandant. We hemmed and hawed around. Fortunately we had a couple of young fellows who were members of the Navy League, had some influence in the Navy League in the form of Captain Tom Petsinger and Captain Milton Kochert, and they exercised their influence in the Navy League and they searched out a civilian-type craft, actually it was a Chris craft, and they bought it through the Navy League. It belonged to the Navy League, the Navy League signed for it and saw that it was paid for, and they somehow had it brought down or got it to the training center where it was blocked up and put in dry dock for almost two years. In that two-year period of time they complete-

ly refurbished that thing; they went all over it. They put in some new framing, they tore it right down to a bare nothing. The engine men reworked the engines over; the carpenters rebuilt that thing practically from the ground up. Of course, we took all the superstructure off. It was a cabin-cruiser type. We took all of that off and made open decks. We took the galley out of it--we didn't need a galley--and put in some kind of sounding devices. We took the head out; we didn't need a head on board. We took the head out and it gave us a little more room for something else we wanted, fuel tanks or something, I forget what. I didn't do any of the work on it. And then, somehow, somehow, we got it all put back together and one nice fine spring day, we launched it and christened it and named it the Charles G. Watson, after the founder of the Navy League because it was the Navy League's boat. And they used it. It was released, scheduled, and programmed, and many of the young men today, who I think have probably returned from active duty now, were out there, probably had their first taste of any kind of shipboard operation right on that Charles G. Watson. They sailed it around Lake Milton and had a lot of fun with it, as well as it did some training. But for some unknown reason, someone didn't like the idea of Youngstown having their own boat and so somewhere along the line we had to get rid of it. I believe you were made responsible for that detail.

A: That was before my time.

C: Maybe it was before your time. It must have been the CO before you that had to pull that boat out. We lost the Charles G. Watson and we finally wound up selling it. The Navy League was the recipient of the funds. Now I'm not sure whether they took a loss or they might have made a little gain, I can't tell you. But they had to sell it and get rid of it because the Navy was helping with the fueling of it and someone said this can't be done so we lost one of our best--I think it was one of our best--training devices that we've had in a long time at this training center.

A: Where did you leave it out there at the lake?

C: The city is responsible for the lake. That property out there is the city's and they do all the taxation; and they do have a spot out there that's a municipal park and so they permitted us to put some rails in

there and we were able to put this thing up on rails and then they had a public dock where we could tie it up to the public dock when we were operating. Other than that she swung on a buoy. Of course, you can get a canoe from anybody, go out and get it off the buoy. So we didn't have any trouble. In the wintertime there were these Marines, marine engineers; this was really an all-hands movement when we got that boat because the Marines moved it and then they built the rails and the rail car for us to go up and down the rails on. The Seabee carpenters helped refurbish it and our own service people did a lot of the painting and a lot of the engine work and a lot of the rewiring; and our electricians and our engine men, our machinists mate, if we needed some special part made, the machinist's mate made it and fit it in because we did do a little redesigning of the whole hull. It became a real all-hands evolution project and on top of that, at the time that all this work was going on, these boys were getting good practical training and the morale was high because they were doing something and could see some fruits from their efforts.

- A: As far as you know there aren't too many training centers in the United States that have their own boat, is that it?
- C: Well, not inland as far as this one is. I would rather imagine that they don't have too much trouble in Philadelphia getting on and off ships. Or down in the Carolinas, or down in Mobile, Alabama, or out in San Diego. But let's face it, we're five hundred miles from the nearest ocean and we're sixty some miles from the nearest lake as far as the Great Lakes are concerned, so we're pretty well inland. And I feel that we were very fortunate in having that piece of equipment. I don't think there are too many training centers that are inland like we are that would have that opportunity.
- A: I'm sure the Naval Reserve has been a lot more to you than just a place to go to drill. Do you recall any of the social activities? Did you participate in any social activities?
- C: Oh, yes. Yes, we used to have social activities when I first got in the program the officers in particular socialized quite a bit. There were picnics, parties at various times of the year like Christmas parties,



the Navy birthday party, dances. I can remember when we were refurbishing this boat that we needed funds, we needed money to buy materials to do some of the things and, of course, we couldn't get them from the Navy; there was no money available there so we had two or three what they called "Build the Boat Balls." They sold tickets to everybody in the Reserve Program and any of their friends they wanted to bring along. We threw a dance and had refreshments and everybody had a good time, and we made a little money to build the boat. It was quite interesting.

We'd have wetting down parties when some of the people would get promoted. It was a policy, I don't know whether it still is, but when you had command of the training of any of the two service divisions in particular, if any of your men became a chief while you were in command, the commanding officer always bought his hat and gave it to him in the form of a ceremony, recognizing his ability as a chief petty officer, which is a very high and distinguished position to gain as an enlisted man. There was always good rapport and good morale. Sometimes you get a CO in there that didn't permit it, other times you get a CO in there that promoted it; but by and large, from Youngstown we went about our own business. If the CO didn't like it, we had our own parties and didn't tell him. If he did like it, we had our own parties and told him and he came. So that's how it worked out.

- A: Did you have some of these parties at the Reserve Center?
- C: The Build the Boat Balls, the three of those, if I remember, were held at the Reserve Center. There were some official parties at the Reserve Center for different things that had happened; I can't right offhand recall. I remember we had a ceremony one year when our two divisions placed first and second simultaneously that year in the two best divisions in Fourth Naval District. There was a big to-do and we had ceremonies and the usual socializing that goes on for things like that. When you say parties, basically our parties were held more in the homes, different outings of this type. Again, the funding was, you'd throw a party, everybody pitches in, but you have to have someplace to have it. And rather than rent a hall, we'd go to somebody's house

rather than clutter up the training center because somebody has to clean that up and it's not fair to the station keepers. So we'd usually go to somebody's house or something of that type.

A: How did you handle the refreshment problems at the Reserve Center?

C: Well, me being in the soft drink business, it was very, very easily and very wonderfully handled. There was no problem. The facilities were there to both cook, if we wanted to do any cooking; in fact, you know now with your drills on the weekends, that you have to do this cooking and you've had some fine meals down there, so the whole thing amounted to planning and as long as you had enough time to lay out a good workable plan, your party would be a success.

A: Can you recall any of the active duty Navy people that might have been there in the 1950s or 1960s, officer types or anything?

C: Yes. At that particular time that I returned in 1955, they were primarily commanders who were temporary; they were the warrant officer type, W-3s and W-4s, who held a temporary rank of commander, and they didn't have the Tar Program then. Most of these gents were assigned down there and letting them hold their rank and at the same time, letting them finish out their twenty-eight or thirty years, whatever they were going to do before their retirement. There was Commander Hastings, Commander Mehal. There was Commander Brady; he was one of the last ones of the W-4 type that was there. Of course he stayed on active duty. He was of the W-4 type but he went on to become a captain, and then I guess he went on to head up a flotilla of small craft minesweepers. And then we had Captain Shaw, who retired from there; and then yourself. There was a young fellow from out west, I can't think of his name right offhand. I'm very poor at that. If you'd have alerted me a little quicker, I think I could have probably recalled a few more.

A: Well, maybe we could think of that. I just wanted to ask you again something about the personnel record. You indicated you were in personnel records and everything. Do you remember any problems of people getting paid? How did people get paid for

this activity?

- C: When we were running the command when we were in charge, we would draw up the pay records and we would have to sign them based on their attendance and we would forward these in, to the Fourth Naval District. That's where they went. They were probably approved there and then sent on to the Finance Center, wherever that might be; generally wound up in Cleveland. If there was a discrepancy in your pay record, you'd go to Cleveland about it. But Fourth Naval District was the one that would authenticate what we sent in and say, "Okay, it's all right. It's signed by the commanding officer and so on, so we'll let it fly." Of course, this was all based on your attendance. The originals of these records were right there in our offices or in your offices, made up by our people.

When I had command, I had to sign them. You'd look down through these to make sure that they were done properly. If you didn't and you signed something like that, let's face it, you're playing with government money and if somebody's been absent 60 percent of the time and you mark him present, you're in trouble; and try to pay him. So I tried to watch that fairly close. But pay came in that fashion. That was done with the attendance of the people.

- A: Can you recall any other interesting occurrences at the center in your time there? Something that might not be recorded anywhere?
- C: It's been refurbished a number of times. We had a fire once when they were working on the refurbishing of it and we weren't sure whether we were going to keep the training center or not. They were using a welding torch and set a few of the timbers on fire but they got it out in time. Each man that came in as CO had a different outlook and a different drive and a different desire. The one I was trying to think of was Commander Brady, who was the last one. His desire was to see that those divisions were the highest that they could possibly be as far as the competition was concerned. We had another CO come in and he wanted nothing but the machine shop to be "A-number one." Every machine in the machine shop working. We had another CO come in that wanted to put every electronic piece of gear that we had in the building in proper working order.

We had another one come in and all he would do was paint and make the place look nice. And every time they'd come in, we could bank on every three or four years, of completely having to relocate all our files and everything because every new CO that came in remodeled the administrative office where we kept all our records. So we'd have to find out what he did with our files. But that didn't bother us too much. That was all part of the game and we played it and enjoyed it. We got along real well and, of course, it didn't take long to find the files, a couple of days, and then you found them and then you were all right for another two or three years.

But each one seemed to have his own definite mission as to what he wanted that training center to produce. Some of them wanted every piece of gear in the electrician's shop working. The same thing over in the machine shop; every training device that we had, had to be in peak condition. It was another one of the CO's missions. Completely overhaul training devices. And I know the one training device we had there, he worked on that thing for I don't know how many months and I don't know whether he did ever finally get it operating. I don't know whether you still have it or not; but you had the part of an island of a submarine that holds a periscope. I don't know whether that's still there or not.

A: No, it's not.

C: It used to be there. He tried like the dickens to get that periscope to go up and down but he never made it, I don't think. (laughter) He wanted to be able to push a button and have that scope go up. This was his mission, to have all that equipment operative. Well, we didn't interfere with these people too much. We went about our business training the young men that were under our command and we felt that if this was what this guy wanted to spend eight hours doing, let him spend it doing it, because in two or three years, he's going to be gone anyhow and we'll have somebody else in there.

A: You mentioned you put twenty-one years in the Navy in the Naval Reserve. When you look back on it, why did you really stay?

C: Well, here again I felt that I was making a contribution to society, which is what I think is one of our missions in life: to do something for somebody else, to give a little of yourself to somebody else or for somebody else, and to try and make the world a little better for them if you can. I felt that there was a definite need for me at the Naval Reserve Training Center. Not because, well after you get to a point, I got up to where I had sixteen years in; I felt I may as well go the other four now to get my twenty. But I never expected to go beyond lieutenant, and I went on two more ranks. That took time and I was very happy when the Navy came through and said, "We think you're entitled to this," and I received it.

Again, going back to the Boy Scouts, I think the Boy Scouts are a fantastic program and there's men who are scout leaders who are dedicating themselves to make these young men better than they are. I feel it's a shame when a young man at the age of sixteen can go perhaps no further than boy-scouting because there's nobody to pick it up and take him on further in this area. I think there are some kind of programs of senior scouts or things like that, but if you don't have someone that's willing to pick this up, I can see where we had a lot of good Boy Scouts in the Naval Reserve. We got them at seventeen years old when they were coming out of scouting and didn't know what to do with their time or energy and wanted to learn more.

So maybe my analogy is bad, I don't know, but this is the way I felt: Help somebody to learn to help themselves better and maybe they'll do the same for the next guy coming along.

A: Well, I thank you, Mr. Crum. It's a good enlightenment on the Naval Reserve. I usually conclude an interview or a talk with someone by asking them, being a Navy man myself, if there's one sea story that they'd ever like to tell that maybe would go down in the annals of history. Can you think of any sea story particularly you remember of at all?

C: Well, now I don't know what you mean by a sea story. We had lots of experiences and lots of things that were humorous and funny. I can remember, again when we went around Cape Horn, the seas where we hit as we turned north, coming off of circumventing the

Cape and started up the western side of South America, the weather was such down there that the seas were rolling very high and rough and it was overcast as I said, and we couldn't get any sights or anything. But to demonstrate how rough it was, we called the two little destroyers that were with us semi-submariners because half the time they were on top of the water and half the time they were underneath. The carrier stood sixty-six feet from the waterline up to the flight deck. And for four days we took water over the flight deck. Now if that's a sea story, I don't know! (laughter)

A: It must be a sea story!

C: It was a little rough!

A: I know there was one area that I wanted to ask you about and you just happened to remind me. I looked at my old note here--some of your two weeks away at training during your Reserve time?

C: Well, I think that's rather personal! We used to have a lot of fun. We'd go off on these two weeks active duty for training and I'd always tried to go with somebody from the training center. Some of the experiences we had on those training duties, for instance, I landed a training duty one year; no one from the center was with me but I wound up calling it social training duty because it was the most fantastic duty [I ever had]. In fact, it was one of the finest vacations I've had, too. I caught a ship out of Philadelphia, a destroyer, the U.S.S. Kidd and D.D., I can't remember the hull number now but her mission was to pull into the port of Mobile, Alabama for the Mardi Gras, and we spent four days at the Mardi Gras.

Of course, being in the Navy, and in uniform, everything was on the people of Mobile. And as long as I had my uniform on I couldn't beg, borrow, steal or buy anything; it was all given to me. And what a fantastic time we had! You walked into a motel and if you wanted a room, "Fine, go ahead." If you were tired or sleepy, "Yes, the room's yours," because you were in the Navy. The history behind that is: a lot of people don't realize that Mobile, Alabama claims to have had the first Mardi Gras in the United States; not New Orleans. And at the first Mardi Gras, there were three or four Navy vessels

tied up in the harbor. So every year at Mardi Gras time, there is a Navy vessel always invited to attend the Mardi Gras at Mobile, Alabama. Usually it's a ship that is either assigned to that district as a Naval Reserve Ship or a ship that is under command perhaps of a person from Alabama. The senators and congressmen from Alabama select what ship goes down. And it just so happened that the Kidd, at that particular time was being commanded by a prominent young man whose family was prominent in Alabama.

So we went down for two weeks training duty and wound up as I called it on social training duty because we just had a ball. One dance after another, and parades, and of course, we participated. We were in the parades and two of our young men wound up in the queen's court escorting some of her court girls and some of those Southern belles were pretty good looking little gals and they had a real good time. They spent four days with these girls and their families and it was fantastic. So, training duty isn't all too bad. I had two trips to Nassau and one trip to St. Thomas. I had a trip to Florida and then I spent some wonderful times in Philadelphia itself, at school, along with being just in Philadelphia. So my training duties were real good.

- A: I could be safe to say that you looked forward to your training duties?
- C: Yes, I did. I looked forward to my training duties.
- A: Well, thank you. Is there anything I've forgotten to ask that you might think would be important here?
- C: Well, other than where I got so much hot air!
- A: (laughter) Well, I want to thank you, Mr Crum.
- C: It's my pleasure.
- A: We'll mark this one down for history, I guess.
- C: I guess.

END OF INTERVIEW