

officer, if you didn't look right, would tell the boatswain mate or whoever was under your chief and he would take care of things if you got slack. To my knowledge in supply, I never heard of it.

[Storekeepers, I gather, worked in dungerees or did they?]

We worked in dungerees, right. ^{af}After awhile you got dungerees, but when you went in more or less as far as I was concerned. My belief was that it was not out of order. When they put you in dress or whites or what ever it was, it had to be. But most of the time, the crews in the war zone were in dungerees. They were distinguished by different gun mounts or divisions by the color of their hats, whether they were ammunitions handlers or things like that.

I talked with, I believe he made ensign at the time, his name was Belog, Ensign Belog. He later became the commander of the Navy Yard at Philadelphia, and I believe he is retired now. But we had a nice chat together, and he told me the advancements and so forth. So I left the ship as a chief storkeeper with the idea of going into an Amphib outfit. I left the ship at Pearl Harbor in 1944, late '43. I was assigned to Ford Island in Pearl Harbor. I got very interested in aviation, so I talked to an Ensign there by the name of Shoody. He advised me to change over into aviation, so I did. Now my rating was chief aviation storekeeper, CSKV. From there I came on board the Palpins and went in to Pensacola and from there I studied up on aviation and asked for a transfer into a school a NAPPC, Memphis. I did duty there, then I shipped overr into the Flying Boats at the Patuxent River, Baltimore, Glenel Martin Company. From there I went into the training school there and they decommissioned it there at the time that I was there and shipped us back to Memphis. From Memphis I decided to leave the service.

[What was the date?]

October 8, 1946.