

school in the same line. Later on there was another fellow, I think his name was Conrose. He came out of Dearborn, Michigan. He worked for the Ford Motor Company and he was of the same caliber. Of course I had gone from apprentice seaman to machinist mate first myself on the ship and eventually I wound up on a destroyer. I was the chief machinist mate on the destroyer, but even the replacements they just had it. Maybe, you know what they say, how an unusual ship this was, unusual ship. This was an unusual ship. You know everybody has there little petty gripes, but by-in-large the morale was good. I would say, after a while you were a little bit bored I guess, when we used to run that so called torpedo junction, just running back and forth, back and forth.

[When did you have liberty, or did you have liberty?] or did you have liberty?]

I don't remember any liberty. I remember going ashore on Wewak. We did go ashore a few times. It was a day time deal until we went to Pearl, then you had regular liberty there.

I don't know too much about what she did after I left her, although I did screen for her for awhile. While I was on a destroyer, we were basically in the same task force. We screened for everybody, and at times we screened for the Carolina.

W. S. Maxwell was the chief engineer and I partly owe my job to him, too. I'm sorry I didn't mention him. When I had gotten out of the service I needed some documentations that I had worked on the machine ship to show that I had five years experience to start off in the job. I had written to the Bureau of Naval Operations and asked them if I could find out where Maxwell was at that time. They sent me a letter back that he was assigned to the American Embassy in Cairo, Egypt, and I forward