

water tenders and boilerment today that this was done, and they say it can not be done. They say you would knock the front out of your boiler. We did it.

[And you did it in the dark too.]

In the dark, right. We had people, I had one guy come down, of course he was in his bunk when we got hit, and he came down in his skivvies, barefooted walked across these gradings. They were hot and I can remember just one damn thing. When he came down, I was trying to get number four on the line. I said, "cut in the blower." And he said, "which blower?" And I said, "any god damn blower you can fine." I mean there was, I've never seen a bunch of people as I remember back that acted so damn calmly and everybody was just scared to death. I mean I think that was the scarest I have ever been in my life.

[You knew you were hit, is that right?]

Yes. Well, we had to be hit because as soon as we were hit we took a bad port list. I have no idea what the degrees were. Yes, we knew we were hit.

[And you knew you had to get that thing going quickly.]

Right. But that was the one thing I thought I had in getting a boiler like that on the line in five minutes. Like I've said, people said it can't be done. I will admit, I had the phones on with main control which was number three. I have no idea who, they kept an officer on there as main control officer, usually one of the division officers, but I have no idea who it was. He was young and inexperienced. He kept telling us we were going to knock the front out of the boilers. But, we didn't pay any attention to him.

[Well you didn't do it that's for sure and the ship did move and pick up speed very quickly.]

I have no idea but we must have, of course they probably have records of what speed we were making when we were hit, but I don't think we were making over twelve or thirteen knots.