

he said, "who the hell is going out there? You crazy, I'm not going out there. I'm watching smoke. I can do that from the inside."

[Yes, planes could spot the ship or ships.]

Or subs.

[Did you ever get caught smoking, I mean the ship in a combat situation?]

No. But that brought up another subject. In Portland, when we were up in Portland we were getting underway from Portland leaving Casco Bay. I threw, it was me, I had the runner watch, and I put a burner barrel in there and cut it on and didn't have a spare plate in there. So that meant you had a stream of oil about an inch and a quarter going right into the boiler, and I blacked out Portland, Maine, for about five minutes. I got a blast on that one.

I would say especially the commissioning crew on this thing, I was being a little facetious a while ago when I said you know they used to say, send me one fireman second or one boatswain mate or lets get rid of this guy. Well there was some truth in that, because the crew on the ship at that time of the commissioning, you get them at sea and they were the best damn sailors in their rate that I've ever seen in my life. Now you get them where they get on the beach and they got a little bit out of hand.

[Well, that was typical of the old Navy.]

Right.

[The first crew you had was old Navy basically.]

It was old Navy. At that time just about anybody if you had a chevron you had a hash mark to go with it. In other words, if you had a first class, you usually wore three or more hash marks to go with it. They really knew their damn job. We had an assistant engineering officer Commander Maxwell, Lieutenant Maxwell actually when he put it in commission, that I think is one of the greatest leaders of men that I have ever met in my life. He could get more out of a