

bunch of people, a bunch of men, get them to work for him, than any man I've ever met in my life.

[He must have been an outstanding engineering officer.]

Well he was, and he was a mustang. He came up from the ranks and of course I'm talking about in '41 and he was a lieutenant then. They weren't making many mustangs before the war, so he had a lot on the ball.

We had a chief machinist named Greenly that used to come around on the steam-ing watch while we were underway. He would come around about six thirty and make his rounds before he would make his eight o'clock reports on the bridge. He used to come around and usually check my coffee. I'd be sitting on the guard rail around the fuel oil service pump drinking a cup of coffee. He would take the coffee out of my hand and smell it. If it had a little alchie in it, he would just sit down and drink my coffee and not say a damn word. He would get up when he finished my coffee and just walk on out.

[Where did you get the alcohol?]

From Offie.

[Was that rather common?]

If you knew the oil king. Well, I had one of my water tenders working in the oil king gang and when they were testing the water they were suppose to clean their instruments with alcohol. You'd be sure to get all the slime out of them. Of course we would drink the alchie and wash them with soap and water.

On your boilers, I don't know how much you know about boilers. Well you've got your steam drum above you and you got your mud drum down below. These mud drums have got covers over them, sheet metal covers, that you can take off to get in to them. Between your sheet metal covers and actually your man hole into your mud drum, you have I guess a spot about ten or maybe twelve inches in there. We used to get a piece of beef from the cook and some potatoes and some onions and we'd take us some sheet metal and make this like a baking pan and put that in