

substantiation.

One of my best jobs as an aviation ordnance man was in the case of air attacks to throw over the depth bombs, the three hundred and twenty-five depth bombs and the bombs jetisoned off the fantail in case the planes came in at us. The aviation unit had two aircrafts on the catapults and sometimes one in the center in a deck storage cart. Remember there was a six thousand gallon gasoline tank, a paint locker, and on the bombs I usually had four three hundred and twenty five pounds antisubmarine depth bombs on board, plus six to eight one hundred pound general purpose bombs there. So we were sitting on a keg of explosives back there. If we would have been struck by any type of a bomb or shell fire it would have started a fire. We could have easily been killed back there. It was a very potential, it was a very time-fused area to be in. It was extremely dangerous. A battle that didn't come off shortly after the Stewart Islands one, Commander T.B. Hill was the gun boss and Captain Fort was the skipper. In the organization if I remember right it was the gun boss's duty to inform me to jetison the bombs as an attack was imminent. The orders kept coming down through the J2V phone circuit to the man on the phone saying "throw them over." We would lift them up to throw them over. Then the order would say "set them back down," "Throw them over." This went on and I put on the phones and Admiral Hill, ~~later~~ Admiral Hill, at that time he was Commander Hill and said, "Captain, it is my responsibility to give the directive." And the Captain said, "but I am the captain of the ship and I will give the order." "Aye, Aye, sir." He said "What have you done back there?" And I said "Sir, I hope I've made everybody happy. I have kept two and thrown over two."

I was listening in to the actual torpedoing of the ship. The aviation chief metalsmith Pappy Tyre was one of those who spotted the torpedo just