

before it hit. And yes, I did feel the tremendous shock. I was practically at my gun station at the time. We had always been warned not to stand next to the lifelines in the sub infested waters of course because of the apparent danger. They had one man with the phones on who was talker for that group of guns right near where the torpedo struck and he was standing by the lifelines. We only found the broken lead, we never found or recovered his body at all. He was standing there watching the Wasp burn. He never knew what hit him. We were doing approximately nine knots. We had received the SSS flashes from the destroyer screen. We were just starting to rev up when the attack hit. It seems to me that we had gone to air defense but I don't know, if we had gone to general quarters I don't know. It was A.M., we'd been up for hours because we manned gun stations at dawn any way or just prior to dawn, antisubmarine protection.

I do remember one incident where the Hornet was under attack and I think the North Hampton; and a plane off the Hornet circled back and off of our port quarter he dropped a bomb approximately two hundred and fifty yards away, a depth bomb set for twenty-five feet. That torpedo that had been fired came up out of the water and as it came down and hit the nose it did explode also. This I did see. This torpedo was headed for the U.S.S. Hornet, and aircraft carrier and escort at the time. We did notice this dynamic feat of this aviator, the precision it took to put that bomb at a torpedo that was traveling approximately thirty-five miles an hour, for it to sink the twenty-five feet for it to blow this thing up out of the water. It undoubtedly saved the Hornet from being struck at the time.

[The pilots I suppose were very efficient professionally]

Yes. Now John Burns, the one who made the rescue, I had the pleasure