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JOE C. TURNER
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Place of Interview: Plano, Texas

Interviewer: Ronald E. Marcello

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Approved: *Joseph C. Turner*
(Signature)

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Oral History Collection

Joe C. Turner

Interviewer: Ronald E. Marcello Date: September 19, 1989

Place of Interview: Plano, Texas

Dr. Marcello: This is Ron Marcello interviewing Joe Turner for the University of North Texas Oral History Collection. The interview is taking place on September 19, 1989, in Plano, Texas. I'm interviewing Mr. Turner in order to get his reminiscences and experiences while he was aboard the destroyer tender USS Dobbin during the Japanese attack at Pearl Harbor on December 7, 1941.

Mr. Turner, to begin this interview, just very briefly give me a biographical sketch of yourself. In other words, tell me when you were born, where you were born--that kind of information.

Mr. Turner: I was born on May 18, 1921.

Dr. Marcello: Where were you born?

Mr. Turner: Merryville, Louisiana.

Dr. Marcello: Tell me a little bit about your education.

Mr. Turner: I went from the first grade through the fifth in Merryville, Louisiana. Then we moved over into East Texas, over around Buna, when I was thirteen years

old. At that point I was a couple of years out of school, and then when I started back in Buna, a couple of first cousins had moved from Beaumont up to Buna, and I started to school with them, and I started in the eighth grade. I passed the eighth grade, went to the ninth, and was passing the ninth grade. Then the war in Europe broke out, and I decided to quit and join the service. I joined the Navy, and I was eighteen years old. I skipped two grades and went through the eighth grade. I missed the sixth and seventh grades (chuckle).

Marcello: Why was it that you decided to join the service?

Turner: Well, the war had broke out in Europe, and I knew I was old enough that I'd be called. Besides that, I was getting to the age that I was ready to do something else besides try to get a high school education, anyway. Back in those days, it didn't seem quite as important as it does today.

Marcello: Why did you select the Navy as opposed to one of the other branches of the service?

Turner: I had an uncle that was in the Navy. He was in back in the twenties and thirties. He was in the Navy for twenty years and retired from the Navy. We used to enjoy seeing him come home. H was always dressed up in his uniform and driving a good-looking car, and that impressed us.

Marcello: What was the economic situation back in East Texas at

that time?

Turner: In East Texas and Louisiana, where I grew up, when I was old enough to start out being old enough to make decisions for myself, we was in the Depression. That was in the thirties. Of course, things were really depressed, and about the only source of income we had was working for someone on a farm or working in the logging woods. I remember when I was thirteen or fourteen years old, I was cutting logs--sawing timber and making logs out of them so they could be taken to the mill; making cross-ties; peeling the bark off of logs for what the companies used as telephone poles and electric poles. The last couple of years when I was going to school, in the eighth and ninth grades, I was staying with one of my aunts in East Texas, and I did farm work for them on the farm.

Marcello: So I guess the economic outlook wasn't too bright for one who did leave school at that time.

Turner: That's right. Well, it wasn't too bright for one who had schooling, either (chuckle).

Marcello: Where did you take your boot camp?

Turner: San Diego.

Marcello: How long did boot camp last at the time you went through?

Turner: It lasted two months. I stayed an extra two months on special detail because I had a brother that enlisted in

the Navy two months after I did. He was coming to San Diego, so I requested two more months at the training station, and they assigned me to fireman duty at the fire station.

Marcello: Were you able to get united with your brother there at San Diego?

Turner: Oh, yes, yes. Well, he went through training right there where I was fireman on the training station, and then we went to sea together.

Marcello: That's interesting. We'll need to talk about that in a moment. Was there anything eventful that happened in boot camp that you think we need to get as part of the record, or was it the normal Navy boot camp?

Turner: It was the normal Navy boot camp, I guess. Nothing eventful happened to me. I was always the type of guy that was willing and obedient. I did what I was told, if I could. I passed all the tests, like, the swimming test, the rifle test, and all those. I was just mediocre; I wasn't outstanding, and I didn't fail anything. But I didn't recall anything in boot camp that was that eventful except the fact that when you go downtown in San Diego, it used to embarrass me to see signs on the lawn that said, "No dogs or sailors allowed. (laughter) That changed, though, after a few years. After 1941 that attitude changed toward the military.

Marcello: After serving as a fireman at the training station for two months, where did you go then?

Turner: My brother and I were assigned to sea duty. We were assigned to the USS Dobbin. When they give you your test, they give you an aptitude test. Well, our aptitude test or whatever the test is they give you indicated that we would be suitable for shop-type work, such as a repair ship. So, actually, this is where we ended up. He ended up as a welder and shipfitter, and I ended up as a carpenter.

Marcello: Explain to me how you and your brother managed to get together and be assigned to the same ship. In other words, was this something that the Navy would allow and encourage?

Turner: Oh, yes. It did encourage that and allowed it. See, this was before the war. There was no problem with. .I might be getting ahead of myself here. There was no problem with brothers being together until the Sullivan brothers went down on the USS Houston in the Guadalcanal battle. There was five of them, I think.

Marcello: Where did you pick up the Dobbin?

Turner: At Honolulu, Hawaii.

Marcello: How did you get from the West Coast to Honolulu?

Turner: On the USS Yorktown, an aircraft carrier. We boarded the aircraft carrier in San Diego harbor, and spring maneuvers was about to take place out in the Pacific

with the "Black Fleet" and the "White Fleet, as they used to call them at that time. We went through about two or three weeks of part of the spring maneuvers on the Yorktown. Then they pulled into Hawaii for leave and recreation for a few days, and there we was transferred to the Dobbin. This was about April, 1940.

Marcello: And that's when the Pacific Fleet, in essence, was based at Pearl Harbor on a more or less permanent basis, isn't it?

Turner: No. No, it was the next year.

Marcello: It was before the start of spring training.

Turner: Right. They came back. Yes, they left there. Pearl Harbor and Honolulu used to be beautiful liberty and leave. Oh, man, it was just wide-open and only a few sailors there. But now in the spring maneuvers of 1941, when they came back for spring maneuvers. .and we also went out with them in the Pacific that year. We went out and did the spring maneuvers and came back in, and that's when they stayed--after spring maneuvers of 1941. They was all sitting there for months--thousands of sailors in Honolulu. Just everything was lines, you know, to get anywhere.

Marcello: By the way, what was your brother's name?

Turner: His name was William Clarence Turner.

Marcello: What was your impression of the Dobbin when you first went aboard?

Turner: I don't recall that I even had one (chuckle) in particular, except that it was an old ship. It was commissioned way back in 1921. It was nothing like the Yorktown.

Marcello: Let me back up and ask you this. What was your reaction to being assigned there as a carpenter striker?

Turner: Well, let me back up a little and say that you're not assigned as a carpenter striker when you first go aboard. You're a seaman. You're subject to deck duty, mess cooking duty. The first several months you're in the Navy, when you go aboard ship, you're subject to those type of things. After they find out you're an okay guy or that you're average and you can learn and take orders, well, then they assign you wherever an opening comes. If it's the shipfitter's shop, welder's shop, copper shop, or the carpentry shop, they've got to have a billet for you somewhere in these different areas before you can get into one of them. So the carpenter shop came open first for me.

Marcello: In other words, the aptitude tests indicated that you and your brother had certain shop skills.

Turner: Technical abilities.

Marcello: .and, therefore, when you went to the Dobbin, they would then assign you wherever there was an opening.

Turner: Right, right. Yes.

Marcello: You mentioned that when you first went aboard you had a

tour of mess cooking. Describe for me what mess cooking aboard the Dobbin was like at that time.

Turner: The Dobbin was an old ship commissioned in 1921, and the mess hall was just a big open area. The tables were kept in the ceiling on big hangers. The benches were the same way; they folded up and got put on hangers in the ceiling. Well, when it came mess time, the mess cooks would go down and take those tables and benches down and set them up in the mess hall. Then when it was time to take your buckets or your skillets or your pots and go to the kitchen, the cooks would fill these pots up, and you'd bring them back down and set them down on the deck at the end of the table; and then you'd open them up and hand them to the head man. They had a head petty officer at each table, and he would take that, and he'd help himself and pass it around. It was family-style. The mess halls were usually down a hatch and a ladder from the kitchen or the scullery or whatever. (Chuckle) I don't even remember now what we called it.

Marcello: The galley.

Turner: Yes, the galley! That's what it was (chuckle). I remember one time that I had both trays full of food. There was five different buckets in each one of these trays.

Marcello: I think they're called tureens, weren't they?

Turner: Yes. I tripped at the top of the hatch and fell all the

way down to the bottom. Lost all of my food. I had to go back and get more food for the men (chuckle).

Marcello: Maybe this is a good place, then, to ask my next question. I do know that if somebody did a good job of mess cooking, on a lot of ships the mess cook would get tips. How did it work aboard the Dobbin?

Turner: That's the way it worked. Every Friday, well, this head petty officer who I was talking about, the head of the mess, he'd have a table of eight. It would be a table that would sit eight people. It would be one petty officer or maybe a seaman first class, but, anyway, he would take up the tips.

Marcello: Was everybody expected to put in a certain amount according to their pay rate or rank?

Turner: I never did notice that. In fact, I don't remember. It averaged about the same, so, yes, everybody was expected to put in, because you did do your job, you know.

Marcello: How would you rate the food aboard the Dobbin during that period?

Turner: Beautiful. Best in the Navy.

Marcello: How do you explain that?

Turner: I explain that by good southern cooking. We had southern cooks from Georgia, Alabama, Mississippi, Texas. They could bake better bread and pies than any you ever tasted.

Marcello: I would also gather that after coming out of that

Depression background, Navy food looked pretty good.

Turner: It sure did. It tasted good. Even in the boot camp training, the food was good. But the Dobbin, I guess, had the best food that I ever ate anywhere. But, still again, being an old country boy, like you say, and not used to it, it all tasted good to me. I went from 150 pounds 175 pounds in about five months (laughter).

Marcello: Those tenders have always fascinated me. Consequently, what I want you to do is just to point out some of the various kinds of skills and crafts that one would find aboard a destroyer tender such as the Dobbin.

Turner: They were a ship of about 7,000 to 8,000 tons, about 600 feet long, forty feet wide; and it had a crew of around 600 or 700. They had machine shops, woodshops, welding shops, molding shops that could take various metals. A patternmaker would make the pattern and turn it over to the molders, and they would cast fittings or pieces of material or equipment. Then the machine shops could machine it. It had the radio shop, torpedo shop--torpedomen took care of the torpedoes--radio shop, an engine shop which took care of the small engine stuff and the motor launches and the liberty boats they used for that sort of stuff. It had all kinds of trades aboard--quartermaster, boatswain's mates.

Marcello: In other words, even though this was not what one would classify as a warship, the loss of one of those ships

with its crew would be very, very serious, considering all of the skills that were aboard.

Turner: That's right. Yes, they had skills to keep any machine going--to keep twenty destroyers going. See, they'd go out and do the fighting. They'd go out into the battle zone, and they'd run over coral reefs, or they'd get in trouble and would tear up their sonar equipment, underwater equipment. When they came back in and tied up alongside us, we was expected to replenish them, put them on new equipment or repair what was on it. Consequently, we always stayed back in port somewhere, way back out of the way, you know, where we wasn't subject to be in any danger.

Marcello: Describe what the morale was like aboard the Dobbin among you and your shipmates during that period prior to the attack on December 7. Was it a happy ship?

Turner: Yes, prior to the attack it was a happy ship. It really was. The married men had their wives and their children living in Honolulu, and they had homes. Some of them may have lived in the Navy homes, but most of them lived and rented throughout the area. For the single men, why, it was a beautiful place. They had nice shows. They had nice parks. They had nice nightclubs. You could take five dollars, and you could go over and buy you a bottle; or you go into clubs, and you could go to a dance. There were other "services" there (chuckle).

You've probably heard of them before. It was beautiful.

Marcello: Describe for me, then, how you actually got into the carpenter shop and became a carpenter striker.

Turner: Well, I had already applied for that in my orders when I came aboard--to be a striker for carpenter. Then when the time came, well, of course, all they did was just transfer me in. You know, in the service you don't do a whole lot. You just talk to somebody and maybe ask somebody, and then the seniors do all the maneuvering for you. Of course, the executive officer and the captain have to approve it for you to move from one division to another or one department to another. Then that way you can start going up for a rate.

Marcello: I'm assuming, then, that the training that you had on the Dobbin was what we would call on-the-job training?

Turner: Right. It sure was.

Marcello: Describe the men that you worked under in learning you the ins and outs of being a carpenter.

Turner: There'll be a couple of them coming to this reunion, that I worked with and under in the 1940s. They'll be here at this reunion. One of them lives in Portland, Oregon, and one in San Diego. They were my senior petty officers first class. They were first class petty officers, and one of them was a chief who was real good.

After the first year or so that I was in there, then I decided I wanted to do something a little more

exciting and make a little extra money, and about the only thing I was qualified for or could see that I could do was be a diver. So I made an application --I don't remember if it was oral or written--to try to be a qualified diver. So the chief who was in charge of me as a carpenter says, "Oh, no, you ain't got time to do that. You've got work to do here. He says, "If I happen to need you for some carpenter work here, you're going to be off on a diving excursion, and I won't have you here, so I won't approve of it. (chuckle) Anyway, it turned out that his boss was the diving officer. The carpenter warrant officer in charge of the diving operation was also over me and also over him, so he went ahead and put me in, anyway, and made me a diver and qualified me back in about June or July of 1941. But I didn't get the extra pay until about December, 1941, because our pay billet didn't come open. You know, everything went according to pay billet. You could qualify, and you could be doing a job for several months or a year before you actually started receiving the pay or it actually went on your record. It didn't go on your record that you was a diver until you started receiving pay. So I think around something in November, 1941, I started receiving the pay. My records indicate it was somewhere in that area. It was before the attack on Pearl Harbor, anyway.

Marcello: You mentioned that when you initially were a carpenter's mate striker, you were working under a couple of first class petty officers and also this chief.

Turner: Yes.

Marcello: How rapid or slow was promotion in the Navy during that period prior to Pearl Harbor?

Turner: It was about normal because the battle lines was already drawn. I think our country already knew that they were going to get into it one way or another. It wasn't any problem. If you did your book work, put your course in (required courses), and passed your exam, which was usually around a 250-question exam, and you had your qualifications from your chief that you could actually perform, well, then you didn't have any problem getting ready because the billets were there. In other words, the opening was there.

Marcello: I'm sure that promotion was a lot more rapid after Pearl Harbor, though, than it was before Pearl Harbor.

Turner: Oh, yes, yes. I think the reason for that was because there were a lot more billets. There were a lot more ships being made; a lot more ships came in. But there was another problem, too, that hurt a lot of people in the Navy. They started bringing people into the Navy with rates already. See, if you was qualified as a civilian outside and was doing a job and the Navy needed you, like, a photographer. .if they wanted a

photographer to send somewhere, and he's been working in Hollywood. .like, I ran into one, and they brought him in as a chief. He'd never been the Navy before. So this kind of irritated some of the Navy people because they worked their way up, you know, and here they bring in a guy as a chief or a lieutenant. Doctors were the same way. A medical doctor, well, he'd be brought in as a commander or captain.

Marcello: Was promotion any more rapid for you as a diver? Did that make any difference?

Turner: No. No, you still had to have your carpenter qualifications and do your on-the-job training and get that in and pass the tests.

Marcello: But you indicated that you did get extra pay for being a diver.

Turner: Yes.

Marcello: What kind of work would you be doing?

Turner: Fifteen dollars a month.

Marcello: What kind of work would you be doing?

Turner: You mean, as a diver?

Marcello: Yes.

Turner: Underwater work. Those destroyers sometimes would go out and get a hole knocked in the bottom of them or run over a coral reef and bend their propellers. We'd have to go down and take dynamite and place it on the hub of the propeller and blast it off. Then they'd have a

cable tied to it, and it'd swing free. Then the Dobbin had a big boom on it, and we'd hoist it up on deck. They had heating torches to straighten that stuff up with. We'd put it back on the same way--lower it back down, tie a cable on the other side, pull it back under there. Us divers would go down and get it lined up on the shaft. We'd put about a quarter of a stick of dynamite on it and jam it back up on there. It was a tapered shaft. So that was one of the things.

Then another thing was that after Pearl Harbor, well, we always inspected the ship. The Dobbin set in port somewhere. It didn't go out everyday maneuvering around. It set in port for months and months. We was in New Guinea one time for nine months swinging around. We never even once moved. We had to go down about every month and inspect the bottom of the ship. We'd crawl all along the bottom of it and inspect it to see if somebody had swam out and attached a bomb to it or a .what do you call it?

Marcello: A mine or something?

Turner: Yes, mine! Yes, attach a mine, underwater mine, or something to it.

Marcello: The whole time that the Dobbin was around the Hawaiian Islands, was it essentially there at Pearl?

Turner: Yes, that was our home port.

Marcello: In other words, it didn't go out very much from Pearl,

either?

Turner: No. No, we stayed in port most of the time.

Marcello: And the destroyers went out a lot.

Turner: Yes, they went and came constantly. Nearly every week they'd be out there milling around. We knew two to three months in advance that our destroyers had been dropping depth charges outside the harbor on enemy submarines. They said it was either submarines or whales (chuckle). They never did bring one up. We had to replenish them with depth charges, so we knew they'd been dropping them. And the boys said that they'd been dropping them on something, but they didn't know what.

Marcello: I'm going to get back and talk about that in a minute because I think that's interesting. Let me ask you another question relative to life aboard the Dobbin. What were your quarters like?

Turner: There wasn't any quarters on the Dobbin. It was an old 1921 ship. There wasn't any bunks; there wasn't any mess tables. We had to set the mess tables up, and you had to do your bunk the same way. It was a cot. It had racks up in the ceiling, so at night when you got ready to go to bed, you got your cot down, unfolded it. You had your mattress rolled up, and you laid it out on your cot. In the morning, whenever you get up and reveille sounded, you'd roll that mattress up, tie it, fold your cot up, put it in the rack. You slept in your workshop,

your work area. The carpenter shop was where the carpenters slept; the machine shop was where the machinists slept, and so on.

Marcello: Let's talk a little bit about the liberty routine for the Dobbin. You mentioned a little bit about this a while ago. The Dobbin, of course, like you mentioned, was in Pearl all of the time. How did the liberty routine work for you and your brother, let's say, aboard the Dobbin?

Turner: Well, he was in a different department than I was. He was a welder and shipfitter. There were many times that we could get liberty together. Liberty was great until the fleet came out and filled the thing up and jammed it up. Everything was jammed up. You couldn't get into a restaurant; you couldn't get into a movie. The streets were. .buses and taxis were. .just literally hundreds of thousands of sailors running everywhere. Before that, we used to get weekend liberty. We'd have Friday evening until Monday morning. It was great up until the fleet came out there. All the sailors just overloaded all the facilities in Honolulu, is what they did.

Marcello: How did liberty routine change then?

Turner: Oh, it changed to one out of three, and sometimes you'd have to be back by midnight or one o'clock or something or other like that. It just ruined the liberty and the leave situation.

Marcello: When you say one out of three, do you mean you could get one night out of every three?

Turner: Yes. Yes, there'd be three sections. In other words, the ship's cut into three sections.

Marcello: Three-section liberty.

Turner: Right, three-section liberty. Before that, we had two-section liberty.

Marcello: So it would be very rare, then, that you would get a complete weekend.

Turner: Yes, after the fleet came out there.

Marcello: When you went on liberty, what was your routine? What would you and your brother usually do?

Turner: Oh, we'd usually catch a bus or taxi over to Honolulu. Pearl Harbor's about twelve or fifteen miles out of Honolulu. In Pearl City and those other little towns around Pearl Harbor, there wasn't nothing there, probably one beer joint or a filling station, so we all had to go into Honolulu to get any kind of liberty, or Waikiki Beach, if we wanted to go down on the beach. Down there we usually went to a movie or went to a club and drank or went to restaurants and ate. That's about the only thing there was to do.

Marcello: Of what significance are Hotel and Canal Streets? What do you remember about them?

Turner: Well, Hotel Street was the old street that all the movies and the restaurants were on. The YMCA was on

Hotel Street, and that's where you'd go get a bed at night, you know, for three dollars.

Marcello: Is it not true that the houses of prostitution were usually located on Hotel and Canal Streets, too?

Turner: Yes.

Marcello: And I think the tattoo shops and the curio places and all that stuff were there.

Turner: All that was down there, and jewelry shops. They had a knack for selling sailors jewelry.

Marcello: I noticed that you didn't get any tattoos.

Turner: No. No, I never did get that drunk (laughter). I was always afraid of needles, too (laughter). No, I never was much for getting drunk. I'd get out and drink and have a good time with the boys. I suppose it was due to my system. If I had two or three drinks too many, I'd get sick, where other boys could get drunk and have a good time. Once I got drunk, then I was sick.

Marcello: Let me ask you this, and I'm sure you'd have to give me some sort of a guess or an estimate. In your opinion, as you look back, was there a lot of heavy drinking ashore there in Honolulu before the war?

Turner: No, not in the sailors' circles. The sailor didn't make that much money. Now what went on in the higher classes, if you're referring to the higher-ups, it could have been. I was never in a situation where I could determine that.

Marcello: Well, I was actually referring to the sailors, and I think you've answered my question. The reason I asked that is because a lot of people want to believe that a Sunday morning would have been a good time to attack because a lot of people being hung over and that sort of thing. As you mentioned, financial limitations would have put a crimp on heavy drinking.

Turner: For sailors, yes.

Marcello: Plus the fact, like you mentioned, you had to be back aboard ship at midnight on some occasions.

Turner: Yes, on some occasions. About the only people who got overnight leave, after the fleet stopped there in the spring of 1941, were the married people that had their families over there. Sometimes they'd have to get stand-bys. In other words, if a married man had a family and there was a single guy that was qualified to take his place, he could take a request to the captain for a stand-by, and the single guy would stay aboard ship for him while he stayed over on leave.

Marcello: Given your lack of funds, I suspect that it would have been hard to. You would have been hard pressed to pay for a hotel room.

Turner: Oh, yes. Yes, nothing like that. You'd stay at the "Y, like we was talking about awhile ago. I'm sure there was some sailors that had other income, probably from family or such, that might have been able to get a

hotel room, but I never did.

Marcello: Getting back to those houses of prostitution again, I gather that after the fleet came out there on a permanent basis, there were long lines on weekends to get into those places.

Turner: Right. Yes, you're absolutely right. Sometimes two or three blocks long. See, I left there before most of this started, but .no, I didn't, either. It was there, but I never did like to stand in line (chuckle)

Marcello: As one gets closer and closer to December 7, and as relations between the United States and Japan continued to get worse, could you in your position detect any changes in the fleet's routine? You were dealing primarily with destroyers.

Turner: Yes.

Marcello: Could you detect any changes in their routine? I think you mentioned this a little while ago, and let's just repeat it again.

Turner: There wasn't any changes in the big fleet's routine. They'd go out maybe once a week, maybe one or two days, and have maneuvers. The destroyers were the only indication that we had that there was something going on, but we didn't connect that with anything like really what happened. We didn't connect that with that at all.

Marcello: But you did say that they would have to have their supply of depth charges replenished even in that period

before the war actually broke out.

Turner: Yes. Well, the sailors would tell us. We were working on the ships, and we'd talk to them, and they'd tell us that they had picked up submarines outside, and they were unfriendly. In other words, they wasn't friendly submarines. They didn't get any response when they sent out the code, and they was dropping depth charges off and on when they was on patrol. The destroyers usually went on patrols around the Hawaiian Islands. When they came back in, we'd ask them what they'd been dropping those depth charges on, and they said, "Well, we just got the word to drop them.

Marcello: In general, which destroyers was the Dobbin servicing there at Pearl? Was there a particular group of destroyers?

Turner: Yes, yes.

Marcello: Okay, which ones were they? Can you identify them or most of them?

Turner: I can only name the five that was alongside that morning. I can't name you all the twenty destroyers, no.

Marcello: (Chuckle) Okay, the five that were along that day.

Turner: There was the Hull, the Phelps, the Dewey, the Worden, and the MacDonough.

Marcello: And it just happened to be those destroyers on that Sunday.

Turner: That would happen to be alongside, yes. See, they might be tied up somewhere else the next day, and there might have been another one alongside. But the ones that we were tending was a squadron. I think it was twenty destroyers.

Marcello: And where was the Dobbin anchored or tied up?

Turner: At the north end of Ford Island. Right in front of us was the Raleigh. Did you ever see one of those maps?

Marcello: Yes. In fact, I looked on the map, and I could see that you were off of Ford Island, and it looks like you were right out there by yourselves.

Turner: Yes. Yes, alongside the buoy. Yes, we tied up to a buoy. I stayed in the reserves twenty-six years, and I went back over to Pearl Harbor in 1976 and spent a couple of weeks over there. I got all the literature that they give tourists. The Arizona was right here (points), so I'd say it's probably a good half-mile or a quarter-mile from the Dobbin over to the Arizona.

Marcello: For the record, we're looking at a diagram of Pearl Harbor, and you're showing me that you were located north of Ford Island, not too far from the Arizona or the Raleigh.

Turner: That's right. The Raleigh's right here, and the Utah is right here (gestures). The Utah is a battleship that was sunk.

Marcello: Yes, and it was on the other side is Battleship Row.

Turner: Right. Then, of course, all the battleships were either damaged or sunk--damaged real bad or sunk.

Marcello: Are there any other kinds of changes in the routine that you could detect in that period prior to the war?

Turner: No, it had already taken place due to the fact of overcrowding when the big fleet came in there. We suspected something, though, when that fleet stayed there. We talked a little bit about it; but knowing that we couldn't do nothing about it, there wasn't much use talking about it.

Marcello: What was the scuttlebutt going around?

Turner: Well, mostly we just talked about what was going on over in Europe, in other words, the way the war was going. We didn't get much news on board. We didn't have a newspaper then. After the war started, when we wasn't able to get news from the island, well, we did have a little newspaper printed aboard ship.

Marcello: Suppose war did come between the United States and Japan. Did you and your buddies ever discuss the possibility that it might happen at Pearl?

Turner: No. Not in our wildest dreams did we ever think it would come to Pearl Harbor.

Marcello: I suspect this was mainly because of the distance involved.

Turner: Yes, the distance involved. And we thought we was better protected. We thought the United States Navy was

at least more alert out in there than that.

Marcello: Okay, this brings us into that weekend of December 7, and, of course, we want to go in to this in as much detail as you can remember. Describe for me what your routine was on the Saturday of December 6, 1941. What did you do that day?

Turner: There was no work. That was a holiday. Saturdays and Sundays was holidays. There wasn't any work. I was aboard. My liberty didn't start until Sunday morning at 8:00. At 0800 was when my liberty started.

Marcello: What did you do aboard ship that day?

Turner: That Saturday probably all I did was just visit around, and I might have been doing some little something in the shop. We worked on our own thing. We made little trinkets, airplanes, footlockers, or all kinds of stuff. Maybe you studied for your next exam. That was one of the biggest things because the billets were always open for rate advancement. So we probably studied. I used to play a lot of poker. Of course, back before the war, there wasn't much money, so you used chips. Of course, after the war started, over in the Pacific, well, we were allowed to put the money right on the table. But we used chips and played poker. We'd play dominoes, forty-two. We'd sit around and just more or less visit on Saturday.

But Sunday, now, was my day for liberty, so I was in

dress whites, all ready to go, and I was standing at the gangway. The motor launch was circling to come alongside and pick us up and take us over to Aiea Landing--the whole group of us. About twenty-five or thirty of us were standing in line for inspection, and the officer-of-the-deck walks down and looks at everybody to see that you're shipshape and dressed properly.

We were standing in line whenever we heard this roar. We heard all of these planes just buzzing, you know. Of course, we heard a couple of explosions, and we looked out. The way the old Dobbin was built, it had an upper deck, and then down below it had kind of like a porch out over the side. We went out and looked over, and we could see them planes coming down, one right behind the other, dive-bombing Ford Island.

Marcello: What was your initial reaction when you saw these planes?

Turner: Well, my initial reaction was just, "What the hell is going on?" There happened to be an ol' boy in our group who had been over in China on one of the other tenders in the China area, and he'd saw the Japanese bombing the Chinese. As soon as he stuck his head out there, he said, "Good God Almighty! That's the Japs! He saw that big red ball on the airplane wings and said, "That's the Japs! When he did, well, we all scattered

then. We thought there was just something happening in our forces; we didn't know it was an enemy until he said that.

Marcello: So no General Quarters at this point actually sounded aboard the Dobbin.

Turner: On, no, it was another thirty or forty minutes before the General Quarters was sounded. The first sound of our ship was Fire and Rescue. You know, we have a fire and rescue group. The motor launches put the fire equipment aboard the boats and go over and help fight the fire. Well, that was the first alarm sounded on our ship, which came about, oh, I'd say, fifteen or twenty minutes after the bombing was going. It took awhile for everybody to get awake and to determine what they wanted to do. I don't even know if the captain was aboard that morning or not. I know the executive officer was.

But, anyway, after they've sounded the Fire and Rescue, well, about ten to fifteen minutes later, they sounded General Quarters. But that didn't mean a whole lot to the Dobbin because we didn't have any machine guns or antiaircraft guns. We had surface guns.

Marcello: You kind of answered my next question. Did you have a battle station?

Turner: No, I did not. Some of the guys did on the big surface guns. They were for firing at surface targets. We had some 5-inch/.38s, which was for firing at targets. They

did get those 5-inch/.38s going, but. .the surface guns were of no use.

Another thing happened. During this battle, during all this bombing, the shipfitters and the welders. they had a bunch of old submachine guns down in the armory I believe it's the armory, they call it, where they store all the ammunitions and guns. They had machine guns down there, so they went down and got them and brought them up and welded them to the deck. They were using welding machines and equipment and welded them to the deck where they could use them. Before that thing was over, when that second batch came in--second raid--well, we had machine guns going. But the biggest thing that kept them off of us was the five destroyers alongside. They all had their guns going. They stayed a little more battle ready than we did. We wasn't expecting to be in battle, anyway.

Marcello: Let me back up and fill in with some more specific questions. You mentioned that this old sailor who had been on the China Station recognized these planes as Japanese, and then you said that everybody scattered. Where did you go?

Turner: I went running through and went into my shop and told everybody in there and hollered at everyone in the shop. Some of them were still asleep. You know, on Sunday morning you're allowed to sleep late. You didn't have

to make up your cot, didn't have to pick up your equipment, and a bunch of them were still asleep. We started hollering, "It's the Japs! And they woke up and acted like they didn't know what was going on, and it took a little while to get them moving.

Marcello: What did you personally do during that first attack? Did you just wait?

Turner: Yes. Like I said, I went through the passageway and across from one side of the ship where the liberty boat was to pick us up; and then I went around to the other side of the ship where the shop was, and I told them. Then I just went up on the top deck where I could get a bird's eye view and watch everything.

Marcello: What was the reaction of the people down in the carpenter's shop when you gave them the information?

Turner: My reaction was, "They don't believe me! That was my reaction: "They don't believe me! But think that by that time, maybe somebody else came in and said something. I might have went back a second time. Anyway, I was going all over the ship, since I had no particular battle station.

Marcello: Okay, so you mentioned that you go out on deck and you want to see what's going on. Before we get your description of what went on, let me ask you this. What is the reaction of the people down in the carpenter's shop when you gave them the information?

Turner: My reaction was, "They don't believe me! That was my reaction: "They don't believe me! But I think that by that time, maybe somebody else came in and said something. I might have went back a second time. Anyway, I was going all over the ship, since I had no particular battle station.

Marcello: Okay, so you mentioned that you go out on deck and you want to see what's going on. Before we get your description of what went on, let me ask you this. What is the reaction of people aboard the Dobbin once the realization has set in that it is a Japanese attack? In other words, was it professionalism? Chaos? Confusion? Fear? How would you describe the reaction?

Turner: I can put it to you very easy. I can tell you very easy It's kind of like when the Cowboys go into their quarters whenever they've lost a game that they should have won. Everybody's down and out and just, you know, just weak, just sick. Like I said, I was up running around where I could get a bird's eye view--I went to where I could see the most--and I ran into the first lieutenant, which was a commanding officer. He wasn't the commander, but he was in charge of all the repairs and deck forces. I was standing there--we was watching all this going on--and I heard him say to one of the other officers, "Boy, they've cut us down to their size now! That was probably thirty minutes after it had

happened. There was smoke and explosions going on everywhere, and the smoke, I guess, probably covered the whole harbor.

Marcello: Let's deal with the events that took place in your immediate vicinity. You're tied up to these five destroyers.

Turner: Yes.

Marcello: Describe what kind of resistance they were initially putting up. What did you see there?

Turner: Most of the planes, in the first attack, which lasted about the first forty-five minutes or an hour, was hitting the air stations, airfields, and the big ships, which was probably 400 or 500 yards from us.

Marcello: Did you have a clear view of them from where you were?

Turner: Yes. Oh, yes. See, I left the deck down where the shop was and went up high, on the top deck, where you could see everywhere. You could see all around, 180 or 360 degrees. Of course, I could see the air stations. There was three air stations, one Navy and two Army. I could look back over toward the Army air station, which was over on the other side of the island, and coming up above the mountaintops was the black smoke. And this one back over close to the Navy shipyard, which was Hickam Field or something like that, there was just smoke and fire just boiling up from over there. Then the ships was boiling up--fire coming from most of them.

Then finally the Arizona blew up.

Marcello: Describe what you remember from the Arizona blowing up.

Turner: Oh, that I don't remember. It was just a big blast of hot air--just a big blast of hot air. We was, I'd say, 500 yards from it when that magazine blew up.

Marcello: What did you see when you looked over there?

Turner: Oh, black smoke just billowed out and just red flames all in it, just like a big fire from a hotel or something or other. The whole thing was on fire. I was looking mostly at the planes. Instead of watching the ships, I was watching these planes because if one started toward us, I was going to get under something (chuckle).

Marcello: Describe what you remember from the actions or activities of these Japanese planes. In other words, let's take the torpedo planes first of all. At what altitude were they coming in to do their job?

Turner: Oh, they came in over the mountain and dropped right down real low and headed right into the sides of the ships. They wasn't flying, it looked like, more than twenty feet above the water. They'd drop their torpedoes, and then they'd pull back up. Of course, in that first attack, there wasn't even anybody firing at them. They just had it all to themselves. They'd come in, drop their torpedoes, and pull up and go on out and maybe machine-gun somebody else.

The five destroyers that was alongside of us were awake and had their machine guns and antiaircraft guns going good by the time they came back in on the second wave. In the first attack, the first thirty minutes or so, there wasn't hardly anybody firing at them. No guns were going; no ammunition was out. All the ammunition was locked up for the weekend--holiday. But during that second attack, there was a lull for about thirty minutes or so--I could say thirty minutes or maybe an hour--and when another wave came in, those destroyers and the other ships around had machine guns going, and they was knocking them down--everywhere. You could see a plane on fire. I saw one just fly all to pieces, and then I saw two or three of them just catch fire and head down. You could hear them roaring, you know. Then some of them went up and crashed into the mountain. As reported by history, they shot down forty-three that morning. I personally saw at least half a dozen that I watched shot down, including two of our men.

Marcello: Did this happen during the day itself, or was it that evening that those planes were shot down, the American ones?

Turner: No, this was during the day. This was Flying Fortresses--B-17s. These B-17s tried to get off the ground at Hickam Field. They tried to get in the air,

and when they did all the Navy didn't understand or didn't recognize our own planes. Anything that was flying. I can't imagine a man, a pilot, trying to get a plane up in the vicinity of Pearl Harbor after an attack like that. But they did, anyway. One of them made it on out so far, and then he crashed. The other one, when he saw what was happening, he just circled right back and came right back in and landed.

Marcello: You were mentioning these Japanese planes a moment ago-- the torpedo planes and how low they were flying in. Were any of them close enough that you could distinguish the pilots or anything of that nature?

Turner: No. No, I couldn't distinguish them. I might have if you'd had some binoculars or something of this nature. One of them was just real close to us, and we saw him. He dropped a bomb about, oh, fifty feet off the stern of our ship and killed three men that morning. Shrapnel killed three men. Like I say, those destroyers kept most of them at their distance.

Marcello: Am I to assume that neither the Dobbin nor the destroyers were actually primary targets, so far as the Japanese were concerned?

Turner: Yes. I think they primarily were after the aircraft, the aircraft carriers that they thought was in there-- according to history, they thought so many aircraft carriers was in there--and the battleships and the

airports.

Marcello: In addition to putting up the machine gun fire and so on, were the destroyers also in the process of trying to get up steam and get out of there?

Turner: They did. They did, yes.

Marcello: Under normal circumstances, how long would it take a destroyer to get up the proper amount of steam and pressure and so on to leave?

Turner: Under normal circumstance, they were supposed to be ready in about an hour. The boilers are just fired off, and then all they got to do is build up steam. But the ones that was alongside of us that morning were out of commission. We was working on them.

Marcello: They were torn down in one way or another.

Turner: Yes, right. They were torn down. But some of the other destroyers in the vicinity were not. They was underway, and during the second attack they was maneuvering around through the harbor there. I think they had already discovered that there was two or three midget submarines in the harbor, and they was kind of looking for them. I think that if you're underway you have a lot less chance of being hit maneuvering than if you're sitting like a dead duck.

Anyway, two or three of the ships that got underway got sunk before they got out of there. The Nevada, which got underway. .the Vestal was alongside of the

Nevada. It was a battleship repair ship, USS Vestal--battleship repair--and it was on the outside of the Nevada. It started to get underway, and it got hit in the stern with a torpedo, so it kept backing right on into the mud bank. The reason I recall this particular one is because the torpedo or bomb went right into the chiefs' quarters and killed twenty-six chiefs--chief petty officers.

Marcello: Did you actually see the Nevada when it was trying to get out?

Turner: I didn't see it because it was on the other side of the island from me.

Marcello: Describe what kind of attention the Japanese were giving to the Nevada as it was trying to get out.

Turner: Yes. The biggest problem was the Japanese had already dropped all of their big bombs and torpedoes by the time the Nevada got outside and started to clear the island. All they had was little bombs. I don't recall what. Oh, I think their rudder was hit or something or other, which is what actually put it out. But the torpedoes had already all been dropped. The Nevada, when it got hit while it was underway, saw it was damaged, and it just backed into the bank, also, to keep from sinking in the harbor. It was a lot deeper than over close to the bank, so they just backed into the bank.

Marcello: Describe what was happening out on the water itself during the attack.

Turner: Some of those ships that had sunk. the torpedoes or bombs had hit oil tanks and busted a hole in them, and they was leaking oil and fuel, aircraft fuel, all over the water. Some of the motor launches, like the one that was coming alongside of us that morning to pick us up. .all the other ships had the same thing--motor launches--out circling the ship and waiting to pick up the men and take them on liberty Well, they all started circling and were trying to pick up men that was wounded or been blowed over the side. I seen a couple of them who were brought alongside of us to come aboard, and they was just covered with oil. I couldn't tell how bad they were burned because they were covered with oil. I don't even know if they were dead or unconscious or what they were, but there was two or three of them brought alongside of our ship that morning.

Marcello: During this whole attack, I'm assuming, then, that you were in essence a spectator.

Turner: That's right. True. I never had any action at all. The only time I got into action was the next day That night we had two aircraft come in from the States that had lost radio control, because radio silence went on, and they knew by their navigation that they was over Pearl Harbor; so they came in and made a pass, and when

they did, well, all hell broke loose. I mean, every gun in the harbor opened up. Of course, every third bullet in a machine gun is a tracer. It looked like there was just bullets coming right at you (chuckle), there were so many of them.

Marcello: So you were actually out on deck and saw them.

Turner: Oh, yes, I saw them! Hey, I saw tracer bullets everywhere. It looked like the sky was full of bullets. And they shot down both of them.

Marcello: While the actual attack was going on, what thoughts were going through your mind? What kind of emotions or thoughts did you have?

Turner: Well, I was wondering if I was going to survive or not. Of course, you listen to all kind of stories; you hear everybody talking. I don't know if some individual thought this up, but they said the Japs were attacking or they were going to land troops. They told us we could expect a landing, and we just wondered if we'd be taken as prisoners or what would happen. A thousand things enter your mind in a situation like that, and you don't remember all of them. The only one you remember is, "I wonder if I'm going to survive."

Marcello: What were you doing in the aftermath? What were you and the Dobbin doing in the aftermath of the attack?

Turner: Preparing. Getting those ships ready day and night. They had twenty-four hours. Like I say, we were divided

up into sections, and one group would work for six hours or eight hours, whatever a twenty-four hour period divides up into, and then they'd keep working and work around the clock until we got those ships going. Then we had a lot of other ships that got damaged out in the area--destroyers. Like I say, we had more than those five destroyers. We had other ships coming alongside for repairs and supplies. Of course, they all wanted to get out to sea and get out of that harbor. This is the reason that the Nevada backed into the bank, was to keep from blocking the entrance. When they'd come alongside, well, everybody would do their job--do what was expected. My particular job wasn't carpenter work at that time. It was diving. I spent a lot of hours in that suit.

Marcello: Again, it was basically getting these destroyers shipshape?

Turner: Yes. See, some of the sonar equipment was damaged, and some of their hulls had little holes in them from shrapnel, near misses, and some of them had damage on deck from bombs. Radios and everything was damaged if they had, you know, a near miss. But anyway, that was our primary concern for the next two months. We was there two months, and then we left. The ship I was on left and set sail for the South Pacific.

Marcello: And, where was its first stop?

Turner: Pago Pago, Samoa. We spent about three months there. Then the Japanese, of course, were still moving south. I don't know if our orders indicated that we were headed for Australia at that time or if we was supposed to stop somewhere in the Pacific. Anyway, we spent about two or three months there at Pago Pago, Samoa.

Then we headed on south on to a French Island, called Tongatapu, and we spent about thirty days there. During that thirty-day stay over in Tongatapu, I guess they were more or less trying to hide us while those destroyers were operating out up through the Pacific and in those various islands. There wasn't any particular battle, but they were more or less on a reconnaissance tour, seeing what was happening or finding out what the Japs was going to bring in or whatever.

Anyway, after about a month at Tongatapu, the Coral Sea Battle took place. That's where we lost the aircraft carrier Lexington, and I don't know what else. I don't remember any other ships. The aircraft carrier was the main one. Then we picked up anchor, headed for. .well, we first took on some survivors. Some survivors was brought to us by some of the destroyers that was in battle. Some of our destroyers was in that battle--Battle of the Coral Sea.

Anyway, they brought us back some survivors, and we went into New Caledonia, which was another French

island. They were having an uprising in there, anyway, and we only went in there and unloaded survivors and came right back out. We didn't stay in there but a couple of hours. Some kind of political uprising was going on in that French island of New Caledonia.

Anyway, we left there and headed for Sydney, Australia. We went into Sydney and stayed thirteen months.

Marcello: And you were tending destroyers in Sydney?

Turner: Right, right. See, the Japs were still moving south. They'd already taken over New Guinea, and we was expecting they'd hit the northern Australian coast. Then the Battle of Guadalcanal took place not too far from Australia.

Marcello: Did you stay with the Dobbin throughout the war?

Turner: Yes, up until it looked like the war was going our way. Then the captain of the Dobbin wouldn't let anybody leave. If he had a qualified man, he wouldn't let you transfer to another ship. He'd keep you on board because he had a job to do. Of course, a lot of times, if a guy got irritated or upset, well, the "Old Man" might let him transfer to one of the destroyers or some other place. But mostly that was about the only transfers, and the boys on the destroyers that was going out in all these battles was always wanting to get on the Dobbin, anyway. So it was very easy for a man that

wanted to leave the Dobbin to get on a destroyer. The advantages the destroyers had over us is that they would come back to the United States once in a while, maybe every year or so; they'd have to come back for some kind of major repairs that we couldn't do out in the South Pacific. That's the main reason that some of the boys transferred off the Dobbin. They wanted to come back. Incidentally, our records indicate that the Dobbin holds the longest overseas record. I got a letter on that in World War II. In other words, it was gone longer than any of the rest of them.

Marcello: Just out of curiosity, where would the Dobbin go for repairs and refurbishing and so on? Would you do your own?

Turner: We did our own--anything to do with the equipment and machinery on board. We did all of our own repairs. That was one of the credits that we got in World War II, was being able to keep the ship going. In fact, we ran aground one time off the coast of Australia. We ran it right up on the beach. Lo and behold, the tide came back in the next day, and the "Old Man" backed it off (laughter)

Marcello: So when did you leave the Dobbin?

Turner: I left it in July, 1944.

Marcello: And where did you go from there?

Turner: I came back to new construction, is what they called it.

I came back to Seattle, Washington. I was given thirty days leave. I came home, visited with the folks. I spent thirty days fooling around and then went back and got on a new ship called the USS Drew, APA 162.

Marcello: And what kind of a ship was it?

Turner: It was a personnel carrier, an attack-type thing. We carried Marines or soldiers, and we'd take them into beaches and dump them off. The boats would carry them in. The situation we was in, we didn't leave them; we picked them up at night. The first invasion we went on from the Drew was the invasion of Okinawa. I was aboard it. We would drop our men off, and they'd go over and shoot up the island, take what prisoners they could, and then we'd recall them that night or that evening, late, and bring them back aboard.

Marcello: How did you manage to get a transfer off the Dobbin?

Turner: Because of my time on there and because things had already started to look brighter for the United States in Europe. I guess the captains and the admirals, the people who were in charge, had been told by the higher-ups to let the men start recycling. The ones with the most points and the most time aboard were the first to get transferred back if there was a replacement. They had to be able to replace you. The captain just didn't let all of his men go, you know. It was just a cycling deal. My brother was about three months behind me

before he got to come back. I came back and had my thirty days leave, and that's where we separated. But all the time we was on the Dobbin together.

Marcello: I should have asked you this earlier. I'm getting back to the attack again. Did you have any contact at all with your brother while the actual attack was going on?

Turner: No. No, I don't recall even where he was at at the particular time. I was in contact with him, of course, every day, and I'm sure I probably contacted him during that time.

Marcello: After the Pearl Harbor attack, how did the liberty routine change?

Turner: It changed drastically. (Chuckle) I don't think there was any liberty for a while. But it seems like it was maybe every fourth day. We was divided into four sections, and every fourth day or every third day you'd get liberty. It was up at midnight. It would begin in the afternoon, after work hours, after your work hours, and it would be up at midnight.

Marcello: What kind of function were you performing aboard the Drew after you transferred to it from the Dobbin?

Turner: I was a carpenter's mate. I was still a carpenter's mate. A carpenter's mate aboard ship has various functions--making decking for boats. Those liberty boats and also their motor launches for supplies and equipment get holes knocked in them; they get the bow

knocked off of them; they run into something. Sailors, you know, are drunk all the time (chuckle), or they drive like they are, anyway. Our primary function was keeping those motor launches in shape so they could go over and get supplies or ammunition or whatever.

Marcello: When did you get out of the Navy?

Turner: I was discharged on November 11, 1945.

Marcello: And what was your rank when you got out?

Turner: I was a chief. I made chief before I got out. My enlistment was for six years, and I got out in six years and one day. That was one of the reasons I got out ahead of everybody else. I was out. .let's see. the war was over when? In August?

Marcello: Yes.

Turner: Well, I got out in November, see.

Marcello: You mentioned in the course of our interview that you eventually went into the reserves and stayed in the reserves.

Turner: Yes, I went in the reserves in 1946, I guess, about a year after I was out. I went in on a four-year enlistment. Lo and behold, (chuckle) just about the time my enlistment was up, the Korean War busted out, and, heck, here I go again. They gave me two weeks notice to report to Orange, Texas. Of course, I had to go to New Orleans first and go through all the processing and be reenlisted or whatever they did

(chuckle) I got new uniforms and everything, and I reported over to Orange, Texas. When I got down there, well, there wasn't too much going on except a just kind of wait and see attitude with everybody about what was going to happen. I thought, "Well, now this will be a good time for me to just stay in the Navy and get the rest of my time in.

But I wasn't particularly interested because I had a very good job with the Mobil Oil Company--working at their research center. There I was a carpenter and all-around mechanic. They trained me to do everything. They put me to welding. They put me to doing everything. They didn't have enough work to hire a technician for each specific job, like, a welder, painter, mechanic, carpenter, metalsmith; so when I went to work for them, I just was a jack-of-all-trades.

Anyway, at Orange, Texas, I stayed down there about five months, and they came along and said they wasn't going to have full-scale war, and they let me back out. I put in a request, and they discharged me, and I came back to work for Mobil. But the primary reason for sending me to Orange and calling me up so soon was the fact that I had been to recommissioning school on my two weeks military duty. I went down to Orange, Texas, and they had a school down there for reserves to train on how to put those ships back in commission. So as soon

as they found out they wasn't going to need those ships, well, then they offered men an opportunity for discharge. Well, while I was on active duty there in Orange, my reserve enlistment was up.

When I came back and went back to work for Mobil, my job was there for me, and any raises that they had gotten in the meantime, I got those. I rocked along there about twelve or thirteen years, and I got laid off at Mobil. In 1959 and 1960, the oil companies had a big slack period to cut down on the oversupply of oil just like they did here about two or three years ago. The oil industry was really hurting, so they laid a bunch of us off, especially in the seismograph research department.

So I said, "Well, I don't have any retirement coming in here. I'd better go back and see what the Navy's got to offer. I had the six years active duty and four years in the reserves, so I had ten years already, which looked like it was going to go down the drain. I went back by the Navy base one day, and the guy said, "Yeah, Chief, come on back in. We'll give you your same rank that you had and put you on pay status. So I said, "It sounds good to me. So they signed me up, put me back in the reserves.

Lo and behold, it wasn't thirty days until the Vietnam War broke out (laughter). "Oh, no, I thought,

"here I go again! (laughter) But it didn't turn out that way I ended up just staying in the reserves until I was old enough to retire. I never did get called up again, but it sure looked like it when that Vietnam War busted out (chuckle).

Marcello: Well, Mr. Turner, I think that's a pretty good place to end this interview. I want to thank you very much for your comments. You said a lot of interesting and important things relevant to Pearl Harbor, and I'm sure that both students and scholars are going to find your comments most valuable when they get to use this material.

NOTE: Off the record, Mr. Turner recounted the details of events surrounding the disappearance of the Dobbin's skipper while the ship was at Pearl Harbor before the war. The skipper was never found. For more details, see the other interviews in the Oral History Collection with sailors off the Dobbin.