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**Admiral Nimitz Historic Site
National Museum of the Pacific War**



**Center for Pacific War Studies
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**Mr. Warren Kimzey
WW II - U. S. Coast Guard - Hawaii
[Pearl Harbor Survivor]
Date of Interview: December 6, 2001**

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Interview with

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This is Bill Sadd. Today is Wednesday, December 6, 2001. I am interviewing Mr. Warren Kimzey, who served in the U.S. Coast Guard during World War II. The interview is taking place at the Bethany Lutheran Church in Fredericksburg, Texas. This interview is in support of the Center for Pacific War Studies, Archives for the National Museum of the Pacific War, Texas Parks and Wildlife, for the preservation of historical information related to this site.

Mr. Sadd: If we could start the interview with where and when you were born.

Mr. Kimzey: I was born June 22, 1920, in Chicago, Illinois.

Mr. Sadd: Who were your parents?

Mr. Kimzey: My parents were Walter W. Kimzey and Marie M. Kimzey.

Mr. Sadd: Do you have any brother and sisters?

Mr. Kimzey: I had one brother, who has passed away.

Mr. Sadd: Where and when did you enlist in the Coast Guard?

Mr. Kimzey: I enlisted in St. Louis, Missouri, September 19, 1939.

Mr. Sadd: At that time you were just a little over 19 years old.

Mr. Kimzey: That is right.

Mr. Sadd: What made you choose the Coast Guard over the other branches of service?

Mr. Kimzey: I had lived in San Diego and been around the Navy and the Coast Guard for some time. I just took a liking to the Coast Guard and thought that was

where I would like to be so I went down and enlisted.

Mr. Sadd: At that age it may not have been such a “grand” decision.

Mr. Kimzey: No. This was in the bad years of the country, financially, etc. so any steady thing seemed like a good thing.

Mr. Sadd: What were you doing before you enlisted?

Mr. Kimzey: I worked in restaurants. In those days, the ‘30’s, during the depression, you worked wherever you could find work. So I worked in the restaurants as a bus boy. I also worked in the fields in California when I was a boy. I was paid \$1.50 for digging sweet potatoes when it was 110 degrees in the shade. Most of the time I had been associated with the culinary field.

Mr. Sadd: After you joined the coast guard, tell me about your training -- where did you have your training?

Mr. Kimzey: I went to Boot Camp at Alameda, California for three months. Then I was transferred to a 75 foot patrol boat.

Mr. Sadd: What type of training was involved during those three months?

Mr. Kimzey: Everything. Seamanship, square knots, signaling. The Coast Guard is varied in their duties since we were such a small organization. You learned a lot more. I was gunnery pointer on a 3" 50, and I was gun captain on a 20 and 40 millimeter. You would do things like that besides your regular activities. In 1940 I went to Hawaii. I was aboard the Roger B. Taney, which was a 327 foot secretary class cutter. Those boats were all named after different Secretaries of the Treasury. I was on her for almost a year, and I got rated to

Third Class and was transferred to the Coast Guard cutter Kukui.

Mr. Sadd: What were you basically doing in the Hawaiian area during this time?

Mr. Kimzey: On the Taney we patrolled at sea and I went on SARS, which stands for Search and Rescue Operations. We also took a 5,000+ mile trip to the South Pacific. We went to Hollandia, Johnston, Palmyra, Wake, Canton Island, Pearl Reef, Samoa, etc. Shortly after we returned from that trip I was transferred to the Kukui. We used to go out and pick up sandpans that ran out of fuel. Sometimes they went out too far, sometimes a hundred miles.

Mr. Sadd: These were local fishermen?

Mr. Kimzey: Yes, out of Honolulu. It was ironic that after the blitz that there were several of them trying to shield a sub in through the nets into Pearl Harbor and the planes spotted that. They strafed them and also we strafed them. We picked up some of the wounded. Of course we left the dead on the boats. We towed the boats into Kiwali(?) Basin. The Intelligence people came aboard and examined these guys. One of the Intelligence men picked up the hand of one of the wounded. He looked at it, and said, "If this guy is a Japanese fisherman, I'm President Roosevelt." That brought to mind that probably while we were out there rescuing these people, they had gone out to meet a Japanese ship and change crews. That is my interpretation of it, and I think I'm right from what the Intelligence people said.

Mr. Sadd: Did you enjoy this period before the outbreak of the war?

Mr. Kimzey: Yes, I thought it was great. I enjoyed it immensely. I liked the cruises, etc.

I was ship's cook, so when I was transferred to the Kukui, I had to act as cook, commissary chief, and everything else. I did all the guying at stores, made up the menus, and did most of the cooking. I had two people helping me in the galley. One of them was a Chinese that was formerly with the White House service. The Kukui itself was a buoy tender, and we took care of all of the aids to navigation in the Hawaiian archipelago. One of our main duties after the blitz was to go out to sea right away and put out all of the aids to navigation. We didn't have any guns aboard, other than maybe an M-1 and a couple of 45's or something like that. We went into Pearl Harbor and they mounted two 30 caliber Lewis – one on the port and starboard side each, and a 50 caliber on the bow that was water-cooled. They lashed them down and tied them to 2 x 4 mountings. When we got to some of the lights, like the one big rock out there, I can't recall the name now but it is the highest mariner light in the world, they were all fed with acetylene pumps and lines running up to the light. At that time of the year we couldn't get into this one light, so we had to set the gas house on fire with tracer bullets and blow the tanks in order to shut the light out. We were going to do ____?____. Royalty Frank, which was a small Army transport that transported Army personnel back and forth between the islands was out there and she got sunk by a Japanese submarine. They picked up one of the survivors. He was a Filipino. They asked him his version of the sinking. He said, "Boom -- swim!" We were in Kuala Basin(?) at Maui and they have some huge storage tanks on the beach

there. We were going to work those lights first and put them out around there on the leeward side and then go over to the Kona side the next day. At midnight the skipper woke us up and said, "Let's get underway, we are going to go over and work the Kona side. The weather is pretty good over there now, and then we will come back here tomorrow."

Mr. Sadd: Was this midnight on the 6th?

Mr. Kimzey: This was midnight somewhere around the 8th, 9th or 10th. It was after the blitz. So we took off out of there and we weren't out of the harbor an hour or more when a sub came in the shelled the whole end of the harbor. They were trying to get the gas tanks, but I guess they were bum shots. That is all that I can figure. We continued over to work the buoys around on the Kona side of Maui. Then, of course, we went to the island of Kauai, Hawaii, Molokai, and all of the other islands.

Mr. Sadd: Where was your ship during the actual blitz?

Mr. Kimzey: We were at Sand Island. They had a buoy right there off of Fort Island. The destroyers would cut that corner there and they would hit the buoy and drag it and sink it a lot of times. We would have to find it or replace it, and relocate it. We went out there on Saturday to relocate this buoy and we couldn't get it done. The skipper told us, "We'll work Sunday and I'll give you Monday and Tuesday off." That was good because then we weren't ashore with all of the rest of the armed forces on the weekend. We went and docked and the next morning it happened. I got up at 4:30 that morning. I

heard the planes and everything, and I said, "I bet those guys at Ford Island are really mad that they have to get out on Sunday for maneuvers." That was unusual for them at that time. I don't know if anybody ever mentioned this fact or not, but during peacetime over there, and everywhere within the services, we didn't have reveille on Saturday or Sunday mornings. You could sleep in if you liked. Very few of the ships were ever ready to go, but they are today. They had very minimal personnel aboard, and some of those that were aboard were sleeping off a hangover. The Japs really picked a good time to hit us because we were not prepared. There is no doubt about it. A lot of times you hear these stories about Short, Kimmel, and Admiral Nimitz being blamed for these things. Nobody will ever make me believe that a man that has spent as many years in the service as they had, are going to let their men get killed and know about. The same goes for President Roosevelt. He was definitely a service man's man. He was all for our armed forces. He helped us immensely many times in pay raises, etc. During and after the war he lowered the times between rates so that they could increase the number of personnel to Petty Officer classes, etc. I read a lot of this stuff, but it is hard for me to swallow it. My grandson wrote his term paper on Pearl Harbor. He called and asked me for a lot of information. So I related these things to him, but I did it on e-mail because I told him that his Dad wouldn't like his phone bill. He got a 98 on his paper. One thing about it, he asked me if I was scared. I told him that only the laundry would know how scared I was. So

when I got up there for my granddaughter's wedding, I asked my daughter-in-law how Jed did with his term paper. She said, "He got a 98." I said, "He did?" She said, "Yes." I said, "Did he use what I sent him?" She said, "Verbatim." I said, "He didn't." She said, "Oh yes, I'm afraid he did."

Mr. Sadd: That is part of the human touch in terms... What sense did you have of what was going on?

Mr. Kimzey: We knew we were being attacked after the bombs started dropping. We didn't know how bad it was going to be, or how long it was going to last. You didn't know, even after it stopped, when it was going to start again. It was unnerving not knowing what you were going to do, however, you did have your duties to do, and you tried to do them to the best of your ability. At least I did. I'm sure that a lot of my shipmates did too.

Mr. Sadd: I guess that no one knew if there might be a third wave, or a fourth wave...

Mr. Kimzey: That's right. All of these people that were over there living in that type of a thing where you don't know from one day to the next if you are going to be bombed again, and the way they retaliated to the first bombing was quite heroic. The way they went on after the blitz, etc., and went on with their duties without hesitation, I think that helped us immensely to win this war.

Mr. Sadd: Was it your sense that just about everybody was serious about this?

Mr. Kimzey: I think so, yes. The American people are funny, you know, we are kind, we are gentle, etc., until we are hurt. Then we get mad and when we get mad people are in trouble.

Mr. Sadd: When did you have a sense that the attack was over and things were sort of settling down a bit?

Mr. Kimzey: I don't know -- probably a couple of months afterwards. Even after that, there was always that tension and surveillance, etc. that we had. I think the Japanese made a huge mistake when they didn't hit our drydocks. They could have really crippled us badly. I think the Pennsylvania was in drydock at the time and the destroyer Shaw. This was their big mistake because we got a lot of those ships back into operation in nothing flat. It was amazing the reaction of people that came over there as civilians. There were civilian volunteers that came over there and went to work in the shipyards. Most of it was patriotism -- 95% of it I would say. My Aunt and Uncle both went over there. I saw them over there. He was in charge of one of the machine shops.

Mr. Sadd: Just as volunteers -- as you might go to where a tornado had happened?

Mr. Kimzey: That's right. It wasn't a very long time at all until they started coming in on these transports, and they took their lives in their hands at that time getting on the transport. They never knew if they were going to get bombed out of the water, or blown out with a torpedo. I think that our reinforcements after the blitz were something else.

Mr. Sadd: What were your living conditions like? Basically you lived onboard ship?

Mr. Kimzey: Yes, and we had liberty maybe for five hours in a day. We could go ashore in the morning and we had to be back before 5 o'clock, or before sundown. One of my shipmates married a Jewish girl over there. They were having their

Sadder. I was the Best Man at this wedding. This Rabbi asked me if I would help them cook for the Sadder. I said, "Well, I don't know if I can get off the ship or not because I would have to stay overnight." He said that he would contact my Skipper and get approval. So I got two nights' overnight liberty and helped them with that. That was the only overnight liberty that I had. Normally you only had five hours and it was so crowded uptown in Honolulu at the places that served drinks – bars & restaurants – that they would allow you two drinks and then you would have to leave and go some place else. You had to stand in line to get in to get a drink. We used to go to the Café Maxim, which was a popular place there – good food, etc. I had a friend who was at the signal tower. He was a First Class Signalmen in the Navy, Glen Decker, and he was in the signal tower during the blitz and got some shrapnel in his leg, etc. We went with two of the waitresses there, so we could stay there all day. We ate and drank what we wanted. It was great.

Mr. Sadd: What is the Signal Tower?

Mr. Kimzey: That was the Signal Tower in Pearl Harbor. It was an operational tower just like at an airport. They watch the movement of all of the ships in Pearl Harbor. It was ironic, about ten years ago or more, I had some business with the IRS, and I called them and finally got to talk to this one man. He wanted me to call back. I said, "Well, what is your name and your station number?" This is what you have to do if you want to get through to the same guy. He said that he had been there too long to have a station number, but his name

was Bob Decker. This Dottie that was a waitress at Maxim that Glen had married, she had twins and he adopted them, and then they had a girl of their own. Anyway, I said, "That is quite a coincidence because I had a very good friend in Pearl Harbor that was in the Navy and his name was Glen Decker." He said, "Well, my Father was in the Navy and his name was Glen Decker." I said, "Is your Mother's name Dottie, a little short, good looking, black haired girl?" He said, "You got it." He also said, "You are putting me on." I said, "No, do you have a picture of your Dad and I standing there in our T-shirts and white pants with these two gals?" He said, "I have that picture." I said, "Well, the other guy is me." He said, "My God – what a small world!"

Mr. Sadd: The important question is – did he treat you well from an IRS point of view?

Mr. Kimzey: Oh yes. I didn't have any more trouble.

Mr. Sadd: Talk about having connections!

Mr. Kimzey: That's right. Then I looked his Mother up and Glen had died of a heart attack about a year before that. I saw his Mother. She was glad to see me.

Mr. Sadd: You hadn't seen her in 50 years?

Mr. Kimzey: That's right. Then here about two months ago I had a guy call me and ask if I was Warren Kimzey. He said he was Warren Hartman and wanted to know if I remembered him. I said, "Even after 59 years I couldn't forget you, you character." He said, "I guess I was a character alright." He was a seaman and I was with him on both ships – the Taney and the Kukui. He was a good Coast Guardsman really. So we talked and he lived in Gold Hill, Oregon, and

I called him back later. I told him that I had been up in Oregon at a Monaco rally. We have a Monaco Motor home. I told him that I was sorry and wished that I had known he was there at that time because I would have seen him. I wrote this on an E-mail to a friend of mine. It went through the Coast Guard channels, and this one fellow picked it up who was a friend of Warren Hartman's. He wrote me an e-mail and said that he was sorry to tell me that Warren had passed away. I never did get to see him. It made me sick. I met a Coast Guardsman out here that was on the Tiger, which was a 125 footer. We had two 125 footers – Tiger and Reliance; the Roger B. Kane, the Kukui and I think we had one 75 foot patrol boat. That is all that we had over there. Then we had a Captain of the Port personnel. So, we had not too many people there at the time. A lot of them were older than we were, so there are not too many of us left. I told them at my chapter, Chapter 31 in Oceanside, I said, "Well, there are not too many of us left in the Coast Guard. I hope I'm the last one."

Mr. Sadd: Did you ever run into the San Pedro?

Mr. Kimzey: I have seen her.

Mr. Sadd: My Father-in-Law, Ken Wilson, was the Commander of the San Pedro. He was at the academy on the East Coast during Pearl Harbor, but then served.

Mr. Kimzey: That was a light cruiser. The heavy cruisers were named after States and the light cruisers were named after cities. I think that is the way it went. My stepfather was a 30-year Navy man. He was on the destroyer Munston (413).

The other day I was looking up Navy ships and I looked up the Munston and it had 3 ½ pages of action that it went through during World War II. I never heard him talk much about it, but he was on it for a couple of years right during the bad times. I know through a lot of that, but I never remember talking to him about it.

Mr. Sadd: A while ago I read Tom Brokaw's book, "The Greatest Generation." One of the common themes was that the veterans basically didn't want to talk about it. My Dad was in the Navy in the Pacific for two years and I have, other than the Philippines, no recollection. Was that true of yourself?

Mr. Kimzey: Yes, when I came back to the States in the first part of '44 I was sent to San Diego first and we came back on the AD-10 _____, which was Navy Seaplane Tender. They sent a boat from the Coast Guard Air Station at San Diego, and I had four or five men with me. I believe it was four and myself. These Navy men stood up there and said, "What are you guys going to do? Put on your Jesus shoes and walk across the water?" I said, "No, I don't think we will have to do that." We had some of these Crisscraft speed boats. You know the beautiful mahogany, rum running boats. They had a lot of those even then. They kept them up in beautiful condition, and they sent one of those over after us. When we went down to get in the boat I looked up at these Navy guys and gestured (how do you like this?).

Mr. Sadd: First Class.

Mr. Kimzey: When he got out of the slip, I told the coxan, slip this thing once will you? He

did, and whew – across the water we went. I waved at those guys. Anyway, then I went to Cleveland. I was the first Coast Guardsman to come back since Pearl Harbor. The Captain interviewed me and said that he had three stations he could send me, Erie, Pennsylvania; Buffalo, New York; or Detroit, Michigan. I said, “My God, how far inland can you get?” The Yeoman was sitting there and told me to take Detroit because it was a good duty town, good liberty town. I told the Captain I would take Detroit because I had never been to Detroit. I went to Detroit and I was in charge of two messes there. One day a Chief came through there, traveling, and he had no hash marks. I was a First Class Petty Officer then. When I came back I was First Class. I asked him if he was a Chief Commissary Man, with no hash marks. He had a restaurant in New York and they shipped him in because he knew a lot about the culinary field. I asked him what he knew about military culinary fields? In a couple of days I went over and asked for an audience with the skipper. I got it and he wanted to know what I wanted to see him about. I said that I would like a recommendation for Chief. He said, “Well, you only have four years in.” I said, “That’s right, Sir.” He said, “Well, you know it takes a while to make Chief.” I said, “Well, ironically enough, I just met one that shipped in Chief.” I thought that if a guy who owned a restaurant could ship in as Chief, then a guy that has been running two messes satisfactorily for these four years, I thought I deserved it too. He looked at my record and he said, “Meritorious Conduct here, Pearl Harbor, etc. OK,

I'm going to recommend you. You've been doing a good job." I said, "Well, thank you very much Sir." Thirty days later I made it. I was a one hash mark Chief.

Mr. Sadd: Was being Chef onboard a satisfying experience, or just a lot of complaints?

Mr. Kimzey: You had to like it. I've always been under the impression that good cooks are born, not made. You can give them all the training in the world and you can't make a good cook unless he has it in him. I've always had it in me. I've always liked to cook. I've always liked food and I've worked around it even when I was a boy doing bus-boy work. I've always liked it and enjoyed it, and I've always tried to go one better on whatever I could put out. I didn't have too many complaints.

Mr. Sadd: If they complained they didn't have a lot of options either.

Mr. Kimzey: For example – I was on one ship at Astoria, Oregon. The skipper came through one day for inspection. The Exec was kind of picayune and he was gone, and he said, "Come along Mr. Christensen, Kimzey is doing a good job here and I'm sure that this galley is spick and span. The odors that come out of this galley make me want to eat everything that comes out of it." He complimented me on my culinary expertise. I used to buy stuff on the side that I couldn't get through the commissary to do a little enhancement here and there – spices, etc. I got out of the Coast Guard in '45, when the war ended. I had been on a nucleus crew for an AOG for about – oh, I was on four nucleus crews and they disbanded every one of them, and finally I ended up

in Miami, Florida, on the last one. When the war was over in August of '45, I had enough points so I could get out, so I went out. I went into the Reserves. Then when the Korean war broke out I went back in in 1950. By the time that was over I had 11 years in, and I felt they had disrupted my life twice, so now they could pay me and I was going to stay. I stayed in and had several good tours of duty. One was that I spent two years on an ice breaker, on the Northwind. We crossed both the Antarctic and Article circles within 9 months. I spent almost six months in the Antarctic. That was very interesting duty.

Mr. Sadd: Tell me about mail during the war. How often did you write; how often did you receive it?

Mr. Kimzey: Well, you wrote as often as you could. All of your mail was censored. You couldn't put down anything about where you were, or any location, etc. You couldn't even give any hint to it. They would scratch it out. I was always very careful about that. I never did it because my life would have been in danger as well as my shipmates. The mail came through fairly well.

Mr. Sadd: Was it an exciting event when the mail came?

Mr. Kimzey: Oh yes. You always wanted to hear from home, your folks, etc. My Dad was never much for writing, but he did write me a couple of letters. My Mother wrote quite often. Of course, my Stepdad being in the service she did this. Sometimes you would get letters from girls that you didn't even know.

Mr. Sadd: Did you have a girlfriend at the time?

Mr. Kimzey: In Hawaii?

Mr. Sadd: When you were in the war?

Mr. Kimzey: Oh yes. Sure. Several of them.

Mr. Sadd: I won't ask if it was at the same time.

Mr. Kimzey: You know how sailors are.

Mr. Sadd: When did you meet your wife?

Mr. Kimzey: I met her in Detroit.

Mr. Sadd: This was after the war?

Mr. Kimzey: Yes. I met her in Detroit when I was stationed there. We got married in 1945. We had two children; a boy and a girl. They each have a boy and a girl.

Mr. Sadd: Did any of them come with you for this weekend?

Mr. Kimzey: No. My wife has high blood pressure and some arthritis. She had a very bad bladder infection shortly before we were supposed to leave. She was just getting over that and she couldn't make the trip, but she wanted me to come. She has a hard time getting in and out of the motor home.

Mr. Sadd: Were you in any engagements after Pearl Harbor?

Mr. Kimzey: No, not really. We did a lot of work around the islands all the time. We were out to sea quite often. In fact, we pulled into Kauai when we were on this trip to extinguish all of the lights, and we got a call that they were going to send some Army boys down because one of the Jap planes had landed on _____, which is the island of the Royal Hawaiians, and they had one

Japanese on that island. That was the only one, and this guy landed the plane and took the machine gun out of the plane and commandeered the island. This old Hawaiian and his wife..... he got away from his machine gun and he had a little 25 automatic, so they were trying to get hold of him and he shot this old Hawaiian three times; once in the groin and a couple of times in the side. After that the Hawaiian grabbed him and cut his throat with a pocket knife, and his wife stoned him with a rock and hit his face, smashed him. They only had one gun on the island. It was a 12 gauge shotgun, and this other Jap took it. The pilot told him that if he didn't side in with him, they would take care of him when the Japs took over. So he sided in with this Jap. Of course, it was to save his own life. He took the shotgun and committed hari-kari with the shotgun, so when we got over there we found quite a mess. We had some domestic cops over there and they did a good job on him. We took this old Hawaiian back to Hawaii, to Honolulu, and he walked over the hill, down to the boat. We had to park over on the other side of the island so that this guy.....we thought he was still alive, so that he wouldn't know that we were coming. We parked on the hillside of the island and he walked over. When we got over there he was already dead. This guy walked back over and got in that boat with the help of a medic. We took him aboard ship and took him back to Honolulu. He walked over the gangway on the arm of a medic, went to the hospital, and came out of there smelling like a rose. You know, they are very strong, staunch people. I guess it is the poy. I don't know. It sure

saved his life. Anyway, then we took him back to Kauai when he got well. It was quite a story. Quite a staunch old boy. I think he was 56 years old at the time.

Mr. Sadd: Were you injured at all during the war?

Mr. Kimzey: I got third degree burns on my foot, but that was my own fault.

Mr. Sadd: Self-inflicted.

Mr. Kimzey: Not really my fault – I was draining the deep fat fryer and the ship lurched and it slopped over into my shoes. I laid flat on my back for twelve weeks. Then, finally I was able to get up on a crutch and get around.

Mr. Sadd: What did you miss most during the war while you were at sea?

Mr. Kimzey: Being that age, I guess you missed having a good time; going out and having fun. Missed the girls. Most of the time you were so busy you didn't have time to miss anything. By the time I got through three meals a day and figured out menus, got supplies up – I had to go over to Pearl Harbor to pick up the supplies, etc. I never will forget, I came back with a load one time and the skipper had yelled down to me while I was in the boat and said, "Hey, Kimzey, I want to tell you that you made First Class. There is a zipper on it, don't forget it." So I was starting to haul this stuff out of the boat and he yelled at the deck hands, and said, "OK you guys that eat it, pitch in and load it aboard."

Mr. Sadd: What kind of entertainment was there?

Mr. Kimzey: We had USO shows. A lot of times they had them at Pearl or some of the

other ports. We used to go over to Port Armstrong. In fact, I went to Cooks and Bakers School there one time. We would go over there and drink beer for ten cents a bottle. That was part of the relaxation. They would have different floor shows. Bob Hope was there a couple of times. I never will forget him saying that the skipper was kind enough to loan him his jeep, and he took this nurse out for a ride. He said, "We went out to the beach. She was a pretty slow talker. In fact, she talked so slow and I talked so fast, before she could say no, I had her on her way back to the barracks saying – 'Oh my God, what have I done?'"

Mr. Sadd: He is still doing it.

Mr. Kimzey: Oh yes. He is a character. He is near a hundred.

Mr. Sadd: Yes.

Mr. Kimzey: It is amazing. I met Red Skelton at Death Valley. He was at the Opera House there. I talked to him quite extensively. I had my picture taken with him. The next morning I saw him and I said, "Good Morning Red – How are you doing? You are looking well this morning." He remembered my name and said, "Warren, there are three stages in life – Youth, Middle age, and you are looking well." I was son a bond drive with Constance Bennet. I was on that War Savings 10% Bond Drive in Philadelphia and Pittsburgh. A Pittsburgh hotel sponsored us. There were Navy, Marine, Army & Coast Guard there. You say that you don't like to talk about things. Well, I used to tell them that I do not feel too good that I have to get up here and relate

things to you which I don't want to talk about to get you to do your duty as an American citizen and buy bonds and help us win this war. I got away with that. One guy came up to me and said, "Young man, you are certainly outspoken." I said, "Yes, I am and I think I have a right to be." He said, "Well you do that. I want to show you that I'm doing my part and he wrote a check for the bonds for \$200,000."

Mr. Sadd: Wow.

Mr. Kimzey: The guy standing in back of him in line to buy bonds said that he could write it for five times that much and it wouldn't hurt him.

Mr. Sadd: But still, in the 1940's that was a lot of money.

Mr. Kimzey: That was a lot of money

Mr. Sadd: We are continuing on Side B of Tape #1. When did you hear that the war was over?

Mr. Kimzey: I think it was on August 4th, 1945. I was in a bar/restaurant in Miami, Florida, when it was announced. Everybody was jubilant. It was hard to believe. You spend so many years during the war in wartime and you think that it is going to go on forever I guess. It is part of your life.

Mr. Sadd: You had such an early start, starting back in '39.

Mr. Kimzey: Yes.

Mr. Sadd: What sense did you have of the war in Europe as you were out in the Pacific?

Mr. Kimzey: Of course we were concerned. Naturally as an American you are concerned about any war. We were hoping for an end to that war because that would

expedite the end of the Pacific war, which it did.

Mr. Sadd: Free up resources.

Mr. Kimzey: Yes, it freed up resource and personnel, etc. So I think that at least my thoughts were – get it over with; get rid of this guy Hitler and let's go on with our business. Get rid of Hirohito and the rest of them, which we did. I think we made a huge mistake when we gave Japan back to them the way we did. I don't think that should have been done. Who was the winner?

Mr. Sadd: In what sense?

Mr. Kimzey: Well, we won the war. How did we win it? We didn't win anything. We turned around later on and gave them back Okinawa. Later on a Senator started this bill where all of the displaced Japanese during the war, or their descendants, were given \$20,000. How much did the Japanese give our boys that they committed atrocities against and kept in hell holes in prison that weren't even fit for a rat for long periods of time. What did the Japanese give our boys? What did they give us? They have given us nothing. They've taken, and that's all. I think our President today is a descendant of all of these mistakes that we've made and I don't think he is going to make the same mistakes. I think he is a pretty tough guy. I always did think that of George Bush. His Dad was a little more soft. He quit that Gulf War long before he should have. He should have listened to General Swartzkoff and finished it so we wouldn't have the trouble that we have now. I think if Clinton would have upheld his promises to punish the people that bombed our embassies, the

federal buildings, etc, which he never did.

Mr. Sadd: As you mentioned early in our talk, one of our strengths is we are a kind and a gentle people.

Mr. Kimzey: That si right.

Mr. Sadd: Until provoked.

Mr. Kimzey: That is right. I don't think that President Bush, Sr., had the provocation that George Bush has, or that Clinton had, which Clinton did nothing. As far as I was concerned, I don't know how he got in there, I don't know why people voted for him – draft dodger. I just never could understand it.

Mr. Sadd: I understand.

Mr. Kimzey: That was a hard eight years. It took its tole on our military, but thank God we have a man in there now that is going to bring it back.

Mr. Sadd: Any other experiences about World War II that you would like to share?

Mr. Kimzey: I don't think so. I think I about covered it.

Mr. Sadd: I certainly appreciated the opportunity to sit and be with you for a while.

Mr. Kimzey: Thank you very much.

Mr. Sadd: It is a real treat.

Mr. Kimzey: I really don't have a lot of the blood and guts stuff that a lot of the guys have because I wasn't involved with a lot of that.

Mr. Sadd: No, but there were...

Mr. Kimzey: I was involved with some of it.

Mr. Sadd: But there were 13 million people, each of whom were doing their little piece.

Mr. Kimzey: That is right.

Mr. Sadd: I'm certainly glad that you've taken the opportunity to be part of this.

Mr. Kimzey: I'm glad that you people gave us this opportunity and invited us to this wonderful memorial. Your museum is second to none. I have a couple of Coast Guard items that when I find them I will send them to you. For instance, one of them is a Coast Guard Pennant Flag, commissioning pennant flag. It is nice to have. When I get time I will look them up. Being retired I have no time.

Mr. Sadd: This is the conclusion of the interview with Warren Kimzey.

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W. Cook
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