

all sorts of things, and arguing and everything else as to how you do it. During World War I, in the Gallipoli campaign, the world allegedly learned that amphibious warfare was impossible. You can't do it because when the British troops landed at Gallipoli, they never attained their first day's goals. They were hanging by their fingernails on the beachhead all the time. They never really got going. It was terrible, a debacle.

So the world said that amphibious business was impossible. The U.S. Marine Corps didn't believe it. So they worked hard between the wars and sort of knew how they thought we ought to be able to do it. Just before we got into World War II, we really started working on amphibious warfare. That's the reason why so many of the larger ships in the amphibious force were, probably all, converted merchant ships. That was the source of a ship that we can have now instead of building one and getting it two or three years later.

Then the tremendous number of LST's and all kinds of boats that were built. The ideas and maybe part of the design came from the Marine Corps.

Q: And from the British.

Adm. B.: Oh, yes. Yes, the British had paid a great deal of attention to this.

We, we had to learn a new language. A lot of things about the amphibious business that I had never even dreamed about. One of the principles is, and this seems logical when

you really think of it, the first thing you have to figure out is what is it you're going to do? How many people are going to do it? What sort of things do you have there to do it with? That is, the troops that are going ashore. And everything that the troops are going to have when they get ashore has to be on these ships that come in there. We must combat load the ships. What we mean by combat load the ships is that the first stuff that goes into the ships will be the last part unloaded, because you can't get to it. So all of the things that they are going to use over on the beachhead have to be loaded into the ships such that it's available as it is needed. Some large items of cargo or groups of cargo all have serial numbers. There would be a list which would give the serial number and what it contains. These are all ordered, put in the ships such that they go out in order. Another reason for having a serial number is, if over on the beach they need something that is in serial number for example 123, and they need it now. If they ask for serial 123 (for example we do the best we can to get serial 123 sent over at once, out of turn. So they have that flexibility to some extent, or serial number 123 from one of the other ships. But it's a very, very complex arrangement. It was an eye-opener in that three or four weeks of school in the amphibious business.

My ship was out in Pearl Harbor in the shipyard, undergoing overhaul. About halfway through, but she was nearing the end. So I was to go out there and take over.

My wife and son Rick--let's see, this was 1953; he was nine years old. My orders said to go up to San Francisco and report to the Commandant of the Twelfth Naval District for air transportation to Hawaii. I'd been told that more often than not they would fly you out in a Navy plane. Otherwise, Pan American. Hardly anyone flew that tremendous distance. It's not very far these days.

Q: It's over two thousand miles.

Adm. B.: Something like that. Pan American had started flying the Pacific in seaplanes back in the middle 1930's. They had flown from Alameda to Pearl Harbor, up there near Pearl City. Then to Midway, to Wake, Guam, Phillipines, Hong Kong.

Q: They were flying boats?

Adm. B.: Yes, great big things. So, my good wife Vida and our son drove up to San Francisco together. I had in the back of my mind that maybe I could get a ride for them out to Hawaii.

I had found out that when the USS BAYFIELD went out to Pearl Harbor, a few months before, they had gotten special permission from Washington to take out families of the officers and crew. That is, those who wanted to. There would be some difficulty. They would have to find a place to live when they got out there; no Navy housing available. And they would have to be willing to tolerate the fact that when the ship finished overhaul there might not be room for them. In other

words, this was a space-available arrangement, and you had to be willing to accept this or not go out. Anyhow, there were quite a few families out there. I would say, maybe, fifty. That sort of thing.

We went up to San Francisco, and sure enough I could get my wife and son on this same airplane. We were leaving the next night. They needed some shots, the immunizations. What they were I don't know, but they got them that afternoon. I had had mine for some time.

We flew out in a plane called the Mars. It was a four-engine flying boat and it had what they called JATO. This was jet-assisted takeoff, JATO. When we were going to take off with the engines going full speed, these jets also helped. The only purpose for the jets was to get us off expeditiously. We left a little after supper, maybe at seven o'clock at night. We were going to arrive in Hawaii the next morning. A long trip compared to today. We had been in the air only a very few hours when our son, Rick, said to me, "You know one of these engines on this side doesn't sound very good."

Well, about two hours later it came over the squawk box that "We've got something wrong with the number one engine." (The same side that the son had said two hours before that there was something wrong.) "We've got to go back."

We had not reached the middle point yet, so we turned around and the next morning instead of arriving in Hawaii we arrived back at Alameda. So, they put us up in the BOQ there for the day. The next evening we got back in the Mars. That time we did it successfully.

Q: You had a new engine in place of the old one?

Adm. B.: I did not inquire. This plane had two levels. It had a lot of bunks in it. It was great. It was very slow. We arrived in Hawaii. A couple days later I took command of the USS BAYFIELD.

It was interesting looking over the officers and crew. The executive officer was a commander, and he was a freshly dewinged naval aviator. In other words, his eyes had gone bad, so he no longer was qualified to fly. He was my executive officer. He had always been in the large patrol planes. He arrived aboard the BAYFIELD just before I had. He was executive officer, and he had never been on board a ship. He had never made a carrier landing. He just didn't know anything about ships. But he had learned. He had learned pretty well.

Q: Was he happy that he was grounded?

Adm. B.: Oh, no! He wasn't happy about that. I remember when I would wear my submarine pin, the submarine insignia, he used to refer to my wings.

My navigator was an ex-enlisted man chief quartermaster. He was a real fine gentleman. A real good naval officer and a good fellow.

The operations officer of the ship was a lieutenant commander, who had come in during the Korean War from being a principal of a high school in Southern California. He likewise had

not had much experience at sea, but he was pretty good.

I had one officer who was a Naval Academy graduate. All the rest of the officers on board that ship were ex-enlisted or people who had gone to Naval ROTC or Officer Candidate School. I must say, they were jewels.

Now, some people have the attitude that when one of these officers who comes in from Officer Candidate School or Naval ROTC or some other source, that when their obligated time is up if they don't choose to stay in, they are lacking in patriotism. I never felt that way. I felt they had fulfilled a contract with the government; they had not gone to school to be a naval officer. They had gone to school to be an astronomer, engineer or whatever they went to college to do. Well, if they went to school to learn architecture, they want to go out into the world and do architecture. So I never was upset when one of these fellows finished his obligated time and said, "Thank you very much, bye, bye, bon voyage." They were real good. I was rather amazed--matter of fact I came to a conclusion that really, I guess, I'm prejudiced against a young Naval Academy graduate. That is, if a junior officer graduate of the Naval Academy can't out-perform a person who did not have the advantage of the Naval Academy, but went to ROTC or Officer Candidate School he ought to be ashamed. He has a tremendous advantage. But these fellows, I'm amazed. I was amazed at how well they did.

Q: Some of them may have had parallel backgrounds to undergraduates at the Academy?

Adm. B.: That's probable. More so today than in my day, when our course at the Naval Academy was nowhere near as broad in scope as it is today. In other words, we were pointed directly at the business of becoming a junior officer in the Navy.

Back to BAYFIELD matters. Very soon we did get to the point where our shipyard overhaul was running down. The various things were being put together. All sorts of things have to be tested. Anything that the shipyard has worked on, they want to test it, and they want a signature on the paper from the person on board the ship who witnessed the test on various compartments and equipments and all sorts of things.

Q: How long had she been commissioned before this overhaul?

Adm. B.: Maybe 12 years. She had been in World War II. I don't believe they had actually finished her as a merchant ship. They continued to build her, and immediately she became a Navy amphibious ship. She had been in landings over in Normandy and also in landings out in the Pacific.

One of the difficulties with repairing things on board this ship, and I suppose with all of the same class of ship, was that, if down in the engine room, for example, some valve gives way, you're not going to replace it easily with a new valve. You can't find one. They were all sorts of nonstandard products. Where in the world they picked up this kind or the other kind of valve and put it in there I don't know. I wasn't accustomed to that. Almost everything you had on

board your ship, that is a submarine or destroyer, if you had to replace some particular thing, why over in the supply department are plenty of replacements. All you do is bring them down and install them. But this wasn't true. The threads were--something odd, all sorts of complications.

Q: That forced you to make your own sometimes?

Adm. B.: Oh, yes. They would go over on the shore with an open purchase slip and they would go over to a ship chandler, and oftentimes they would find one there that they could then convert in some way, in the ship's machine shop.

I did not bother to get permission to bring the families back, because that was simply implied and I didn't want to ruffle any feathers anywhere. So we just went ahead and planned that we're going to bring all those families back on the ship. No problem at all. Lots of room. Of course, there will be a lot of cargo that will be sent from Hawaii, not necessarily for the amphibious force, but for the whole Navy. There would also be other passengers that the commandant of the naval district will want to send on our ship. We know that, but anyhow we're planning for them.

One evening I ran into a lieutenant colonel, an aviator Marine. He was on duty at Kaneohe. We were discussing all sorts of things. "How long have you been out here? How long are you going to stay?"

He said, "That's a problem." He said, "We're just about to go back to the West Coast and," he said, "we've been out



here for two years. We've got all our families out here. Sure, we can get our families back, but obviously it has to be on a space-available business because this is not considered a permanent change in duty. Our home base is on the West Coast. So we'll go back someday and then our families will come on later. Many of them have bought automobiles while we've been out here. Many of us paid to bring our automobiles."

I said, "When are you going?"

"We're going to go in a couple of weeks."

I said, "We'll take you home. We'll take you back to the West Coast."

"Oh," he said, "that would be great!"

I said, "I'm talking about your automobiles and I'm talking about your wives and kids and everything. We'll take it all."

He said, "You mean it?"

I said, "I certainly do mean it. Let's go. We'll take it all."

We did indeed and you should have seen the automobiles and stuff on the ship. You take a whole mountain of stuff on the beach and it disappears down in the hold of that ship. So we finally took the whole Marine detachment and their families, cars, furniture, etc.

Q: Did those people pay for their board?

Adm. B.: Yes, of course. All of the wives and children were in a compartment that was the "troop officers' space." All of the Marine Corps officers and enlisted were in the troop

space. We could carry 2,000 personnel and a mountain of cargo.

We then left Pearl Harbor. It was a beautiful trip. It can be awfully rough. This was a beautiful trip all the way to the coast.

I remember the first time my wife and son came on board the USS BAYFIELD. She looked around. She said, "Are you sure you can run this thing?" We were not accustomed to ships of that size.

Anyhow, we had a beautiful trip back.

When we left Pearl Harbor with the Marines on board, the Marine general from Kaneohe was there and the Marine band. When we arrived in San Diego, we went alongside the pier and here was the Marine general on the West Coast and his band. They were certainly delighted.

It seems to me that this is something that you should be alert to. Help people out like this. This is a great thing to do. The chances are that those Marine families would have been all messed up for two or three months. Family in Hawaii and the aviator on the West Coast. Keep alert and maybe we can help some of our people. We certainly did help these Marines.

As soon as we got back to the West Coast we had what we call refresher training. Refresher training has to do with ship-handling, man-overboard drills, underway replenishment, practice in towing another ship, being towed and all that sort of thing. I guess that went on for about three weeks. There was a training command for all types of ships right there at San Diego. They had people who were experts on,

not so much amphibious as it was details relating to all ships. Later, we had to have an amphibious refresher also.

Q: Now, all of this was in preparation for your real mission, was it not?

Adm. B.: Well, that's right. We had finished the shipyard overhaul and now we're really in the active fleet. As a matter of fact we're preparing to go out to the West Pacific because we keep an amphibious force, at that time two squadrons of amphibious forces, out in the Western Pacific.

Q: Based where, Yokosuka?

Adm. B.: I'd say that the best answer would be "yes." There were many facets of the surface navy that I knew nothing about; for example, underway replenishment. The nearest I had come to actually being involved was that before World War II, when I was an executive officer of that destroyer, we were experimenting with underway replenishment, but I don't believe that anyone thought that you could actually do it in tandem. I think if anyone had told me at that time that two great big ships would be cruising side by side in the ocean with such a small, small space in between them and do it without having a collision every time, I would never have believed it.

Q: That was something we learned in World War II.

Adm. B.: We certainly did! This was something that I learned

in the refresher training, because I had never done it. I had only seen movies. So, as with all first-time-ism, all you do is get with it.

In the training command they had people who were experts in all of these various things. Before we were going to try the underway replenishment, this officer would sit down and point out how we do it, what we do, and all about it. Then you try it. Just as slick as a whistle. No problem at all.

Q: Now, this training command out on the West Coast was under the aegis of First Fleet, as it was known then?

Adm. B.: Yes. I would say that it was part of the First Fleet then. It was permanently based there. I'm sure there was one in Norfolk. Certainly there would be one of those in Guantanamo. All sorts of places. I don't know whether we had a training command of that kind in Hawaii or not. I don't think there was one out in the Philippines. I don't think there was one out in the Far East either. The principal ones were San Diego and Norfolk.

So we finished all of this refresher training and all is well and the family is all squared away in Coronado and everything is fine. My wife is a den mother for a second time. She was a den mother in Arlington and then den mother in Coronado. Then the next year we went to Norfolk and she was den mother again. Then I had a chance to become a scout master. I'm still in the scouts. Well, very soon we departed. We were sent up to San Francisco first in order to take on

board some troops that were to be transferred to the Far East.

So I proceeded up to San Francisco and went alongside at Fort Mason. Then we found out that these troops were Air Force troops. I had just assumed that they were Army. We took on fifteen hundred troops and a corresponding number of Air Force officers.

Q: Is this all without crowding?

Adm. B.: No crowding at all. No problem at all.

We took on a whole mess of cargo. We always seemed to be taking on board a lot of automobiles. We had the necessary equipment on board the ship to do this. What we call, in the merchant marine, a ship that's self-sufficient. If you're using a crane that's on the shore, you are not self-sufficient for that cargo.

We took aboard all of these troops at Fort Mason, San Francisco. Our division Commander was up there for some reason. He then reported on board. This was the amphibious division flagship. We called the division commander "commodore," even though his rank was captain. Just like the commanding officer of any ship is called "captain" regardless of rank. Soon after getting underway we passed under the bridge.

Q: The San Francisco Bay Bridge.

Adm. B.: Yes. The big one. The outside one. About the time we got there, the Pacific Ocean started rolling in. By the time you've gone by the Farallon Islands you're really

going to it.

The ship was really jumping all over the place, the sea was rough and there were quite a few people on board that ship, specifically the Air Force people, who were a little bit mal de mer, shall we say. There were many seasick people on board.

We were going directly to Tokyo Bay to deliver these people to Yokohama; the same bay as Tokyo. The shortest way is, of course, the great circle which takes us up to the north. It was not very calm. In fact it was rough. We were about, oh, four or five hundred miles to the north of Hawaii when we got a call. A person on board a Dutch ship had appendicitis. They didn't have a physician. So, we headed over. We had a lieutenant doctor on board, Dr. Bianco.\* We got over there and put a boat in the water and sent the medical officer over. He came back with the patient.

He said, "We're going to have to operate on this man and then he will have to recuperate." So I brought him back and the Dutch skipper thought that was fine. We would take him to Yokohama and turn him over to the Dutch consul general and all would be well. And all was well.

Doctor Bianco operated on him, and he recovered fine. Everybody was happy.

Then we continued on and the sea never got anything but rougher. Most of the nearly 2,000 people on board were okay. Thanksgiving came along while we were on the way. I've never seen so many turkeys in my life. The commissary officer of

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\*Lieutenant Anthony J. Bianco, Jr., MC, USNR

the ship, the day after Thanksgiving, came up and showed me a list of what they had consumed over Thanksgiving. It was impressive. We had the officers and crew of the ship and fifteen hundred or so passengers. We didn't have any problems, but we were built for this.

So we went to Yokohama, went alongside, got rid of our troops and went on down to Yokosuka.

Q: Did you feel perfectly at ease as skipper of this big ship after having been a submariner all your life?

Adm. B.: Yes. I was also a destroyer man; also small. I felt perfectly at home.

I noticed one very interesting thing that I had not been shipmates with. I'm talking about getting the word out. What they did in my previous experience as an ensign on a battleship was the bosun's mate would go (whistles like a bosun's pipe), "Now hear this." And we did. No loud-speaker system. But, when we got to sea on this big ship, the USS BAYFIELD, it seemed to me that there was always someone on the loud-speaker system bombarding people's ears incessantly all the time. So, I got hold of the executive officer, Commander Arner, and I said to him, "Now, we're going to stop this. We're not going to bombard everybody's ears all the time. So you take steps to see that we reduce it."

You'll never guess what they did. What they did was to turn off the speaker outside of my cabin.

Q: So it continued on?

Adm. B.: It continued on, but, of course, they got caught. And we did reduce this business. It seemed to me that you bombarded people's ears all the time. We did reduce it a great deal. I remembered in subsequent jobs I had. I found that I had to remind people everywhere I went, "Let's cut down on all of this noise." As soon as I got transferred, I know that they returned to their evil ways.

Well, it's a natural sort of a thing. Anytime you can think of, "Jones, R. C., report to the officer of the deck!" Now somebody can run after Jones, R. C. We don't need all that noise all the time. However, we have it in some department stores and little radios to bombard ears.

Then something came to my attention that bothered me a great deal. When we had left the shipyard at Pearl Harbor and come back to the West Coast, I had heard from the people on board that there were quite a few items on the ship which had been requested shipyard work list which had been disapproved and had not been done. They still needed to be done. I had asked for examples from my people. I'd gone over and talked to the admiral in charge of Amphibious Force Pacific Fleet. I simply told him certain things that needed fixing but were beyond the capability of ship's force; no emergencies, but if -- whether it's your house or it's your ship you let things break down and don't fix them, you're finally going to have a mess on your hands. The thing to do is, when something breaks



down, fix it. You've got to attack each one of these things. Otherwise you certainly have a real no-good house, or a no-good ship. I told him that we have a whole list of these things. I went over the list with him. Well, he was sympathetic, but that was all. What could he do? If he couldn't help us, who could? The most serious item was our boilers. You know, in the boilers of a steam ship, the boilers have many tubes. The water runs through the tubes and the heat is on the outside of the tubes. The heat turns the water into steam and it runs the turbine. Okay, I found a large percentage of the tubes had a leak at some time or other and had been plugged. You can do that. You plug that particular piece of piping, and then it doesn't leak any more.

Q; But it doesn't repair it either.

Adm. B.: It doesn't repair it, and you keep on doing it and you finally have a boiler that's running around about half capacity. That's no good.

If they had wanted it to run at half capacity, they would have designed it that way. So we really ought to do something about it. This item had been on the requested repair list of the ship for the shipyard Pearl Harbor and had been deleted by that admiral's staff. Both boilers were in that deplorable state.

So, I went to see my good friend who was the head of the ship repair facility at Yokosuka and while we were in there on the first visit we retubed, that is we replaced all

the plugged tubes in one of the boilers. The next time we came back to Yokosuka we did the other one. So when I left the ship a year after I'd taken command, at least the boilers were a little better.

I don't know if I contributed to anything else or not, but I tried.

Q: And, having had it done in Japan, you succeeded in doing it at a lesser cost?

Adm. B.: Oh, yes. When there are small spaces that people need to get into, they know how to do that pretty good.

One of the first things we did after we'd gotten out to Yokosuka, there was a real big amphibious operation. We had two of these squadrons. An amphibious squadron then consisted of three ships of the kind I had, which were fundamentally for carrying people. Then we had two ships that were AKA's and were primarily for carrying stuff rather than people. They really could fill up a warehouse with stuff. Fill up the pier. You wonder where in the world it all came from. A squadron had three of those passenger ones and two of the cargo ones and then two of what we called LSDs. That's the kind that you put a lot of amphibious tractors, tanks, all those kinds of things into the well of this LSD. Then when you get to the place where you're going to unload them, you open the stern and flood the ship down and all of these amphibious tanks and so forth go swimming out of the stern of the LSD.

Q: I think we used to call it a landing ship dock did we not?

Adm. B.: Yes, that's right.

Then we had two smaller ships that were like destroyer escorts, which were control ships. Then in an operation a squadron commander would also have, oh, maybe a dozen LST's. Flat-bottomed things that a bow ramp dropped down.

We had a great big operation on the west coast of Japan between Tokyo and the entrance to the Inland Sea. We had two squadrons of these amphibious ships and a mixture of Army and Marine Corps. Land and backfill again, come on board.

My boss, you recall I had said, was a captain with a title of courtesy of Commodore, B. N. Rittenhouse. He was one year senior to me at the Naval Academy. We had been old friends since we were midshipmen. Knew him very well. My executive officer was quite a comic, and his chief of staff was quite a comic. So the four of us would go ashore together and the commodore and I had our own stage play along with us. We didn't have to go anywhere where there were comedians, because we had them with us.

Now, my boss's boss was a rear admiral by the name of F. S. Withington. Soon after we'd gotten out there he was relieved by Rear Admiral J. M. Will. The flagship was the USS MT. MCKINLEY. His organization was Amphibious Group Three.

After we had had that great big operation on the coast in which the group commander had had his amphibious squadrons

and I don't know how many troops. We must have had well over ten thousand Army and Marine Corps troops which we landed there on the coast of Japan and took them off again.

This was an outfit that was ready to land anywhere. That's the idea. Like what happened in Inchon at the beginning of the Korean War.

Then we visited Nagoya. I had been told that the entrance to Nagoya was rather perilous. Well, there was nothing rough about it. It was a long, long channel and you had to be on the alert to keep from running aground and also from colliding with some ship coming out. There was a tremendous amount of traffic.

Q: A strong current, too, wasn't there?

Adm. B.: Yes, quite a bit.

Then we went through the inland sea and went to a place called Sasebo which had quite a U.S. Navy support organization. It wasn't as complete as the shipyard at Yokosuka, of course. But notice that I pronounce it differently than a lot of people. I call it Yokosuka. Lots of people call it Yukuska. I don't know -- you ask the Japanese, "Do you call it Yukuska?" He would agree. They were very agreeable people.

Q: But that doesn't necessarily mean the way they say it?

Adm. B.: No. They'll agree with you just to be polite.

Then we had our second amphibious landing just over on that side near Sasebo.

Then we proceeded on down the coast to go to Hong Kong. Now, why we went to Hong Kong I'm not sure. I guess it was sort of R & R. So into Hong Kong we went.

Q: One of the best ports for R & R, isn't it?

Adm. B.: Oh, magnificent. I hadn't been to Hong Kong then since about 1933. Back in 1933 Shanghai was the real place. When you came to Hong Kong back in the 1930's it was a very staid and proper British city in the tropics. We would say, "Roll up the sidewalks at sunset." Well, it wasn't that, but it certainly wasn't as wild as Shanghai.

When I got to Hong Kong this time I found it was lively also. It had grown up pretty well.

We were coming in there, and it was a usual thing when we went into places like that, big Navy ships generally would take a pilot and a tug. Now, why take a pilot? Can't you handle the ship yourself?

Well, yes. But if there is a pilot and if there are tugs available, it is better to go ahead and take them. They know the local situation better than you do. Also, if you have a collision or a grounding, you've got the pilots' association helping you go scot free, because obviously they are prepared to prove that everything the pilot did and the tugs did was absolutely perfect. This is helpful. If you are in command of one of these ships and you don't take a pilot and you have a collision with one that has one on it, the pilot association is not going to testify in your behalf as much as if you have a pilot. So we like to have a pilot and a tug whenever we can.

We arrived in Hong Kong, and we got to the place where you usually took them aboard to help. Nothing there. None. When we communicated with them, they didn't have any idea when we would get a pilot and tug. So, I finally got tired of that. So away we go. I have never seen any place with more water traffic going in every direction possible. It seemed to me that they saw us coming and they sent in every ship and every boat all at the same time, every one of them. Now, this is a slight exaggeration, every one of them tried to break the rules of the road, all the time. They came from every direction, but anyhow, it all turned out very nicely. We were supposed to moor to a buoy there between the island of Hong Kong and the mainland. We knew where we were supposed to go. We were pretty good sailor men, so, without any incident at all, we got moored to the proper buoy and everything is fine. I was very happy as I'd had a good chance to learn.

Later on, during the time we were out there, we went way up north to Hokkaido Island, a place called Okura, I think it was. I had to put her alongside. This ship, USS BAYFIELD, was a single-screw ship. Naturally, I had not been shipmates with a single-screw ship. No Navy person, generally, was experienced with a single-screw ship until they got into the amphibious. They don't handle quite like other ships do. But during our refresher training back in San Diego, we had become acquainted with this also. So, there was no problem. If you are a good seagoing sailor man at the beginning, there is no problem at all.

We then proceeded up to Okinawa. There we had a real big landing in which we had about five thousand Army people in these ships and then a whole mess of Marines.

Q: Was this an exercise?

Adm. B.: Yes. This is an exercise on Okinawa. We had a whole mess of Marines as the opposition.

Then, after we had finished the operation, we landed.

The Army guys were already landed, so we loaded the Marines on board and then we went out to sea and came in and the Marines then landed against the opposition, the Army. We had a ball, and the seas were nice and smooth. All went off just as slick as a whistle.

One of the things we always did in these amphibious operation was the day before the real operation we would have a rehearsal of the operation. I didn't quite understand why it was necessary, but I was told this is the way to do it, so that's the way we did it. The following year, I'll address this question a little bit more when we're over in the Mediterranean.

Then we proceeded from there up to Pusan, Korea, and landed at Inchon like the troops had at the beginning of the Korean War.

From there we went to Yokosuka, and that's where we retubed the other boiler.

Then my relief arrived on board. A captain by the name of P. D. Quirk. A couple of years junior to me at the Naval Academy. This was in May of 1954 that he relieved me of command of the USS BAYFIELD.

So I then flew home.

Q: What was the status of things in Korea at that point?

Adm. B.: Just about a stalemate. Just about Seoul was the line and they were shooting at one another. Nothing much going on. We were approaching the stalemate which still exists.

Q: Still meeting and discussing.

Adm. B.: That's right. I don't believe they had gotten around to the point where they actually met, and discussed, and argued.

But they were still shooting at one another a little bit with the mortars and other Army guns. The NEW JERSEY's guns were certainly shooting over at Wonsan and the planes off the VALLEY FORGE were bombing. So this was still going on. But the line of demarcation wasn't moving one way or the other.

So I was relieved of command of the USS BAYFIELD and I had gotten orders to proceed to Norfolk, Virginia, and there become the commander of an amphibious squadron.

Q: You'd taken a step up the ladder.

Adm. B.: That's right. Taking a step up the ladder.

Now, in the springtime before, while I was still in command of the USS BAYFIELD, I had received a letter from our friendly Bureau of Naval Personnel. The people who send people the various jobs.