

NORTH TEXAS STATE UNIVERSITY  
ORAL HISTORY COLLECTION  
NUMBER  
651

Interview with  
WAYNE MARTIN  
June 25, 1984

Place of Interview: Denton, Texas  
Interviewer: Dr. Ronald E. Marcello  
Terms of Use: Open  
Approved: Wayne D. Martin  
(Signature)  
Date: 6/25/84

COPYRIGHT



1984

THE BOARD OF REGENTS OF NORTH TEXAS STATE  
UNIVERSITY IN THE CITY OF DENTON

All rights reserved. No part of this work may be reproduced or transmitted in any form by any means, electronic or mechanical, including photocopying and recording or by any information storage or retrieval system, without permission in writing from the Coordinator of the Oral History Collection or the University Archivist, North Texas State University, Denton, Texas 76203

Oral History Collection

Wayne Martin

Interviewer: Dr. Ronald E. Marcello

Date of Interview: June 25, 1984

Place of Interview: Denton, Texas

Dr. Marcello: This is Ron Marcello interviewing Wayne Martin for the North Texas State University Oral History Collection. The interview is taking place on June 25, 1984, in Denton, Texas. I'm interviewing Mr. Martin in order to get his reminiscences and experiences and impressions while he was aboard the battleship USS Maryland during the Japanese attack at Pearl Harbor on December 7, 1941.

Mr. Martin, 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, your education --things of that nature. Just be very brief and general.

Mr. Martin: I was born on November 22, 1940, in a small village in southeastern Ohio--Watertown, Ohio. I attended Watertown High School, a few miles in the west. After graduation I worked locally, and then in 1940, I joined the Navy--April, 1940.

Dr. Marcello: Why did you decide to join the Navy in 1940?

Mr. Martin: Well, one of my older friends had been in the Navy for a year or so, and he visited at home and excited me with his experiences. So I decided to join.

Marcello: Was this essentially why you decided to join the Navy as opposed to one of the other branches of the service?

Martin: I think so.

Marcello: What were economic conditions like back in that area of Ohio at the time that you entered the service?

Martin: Well, we'd been through the Depression. There was very little industry in the area, and most of my work was on farms and helping my brother, who was a contractor and builder in that area.

Marcello: Did the coming of the draft have anything to do with your decision to join the Navy?

Martin: No.

Marcello: Where did you take your boot camp?

Martin: Great Lakes--Michigan.

Marcello: Was there anything eventful that happened in boot camp at that time that you think we need to get as part of the record?

Martin: No, I think not. It was a fairly routine experience for that training.

Marcello: How long did boot camp last at that time?

Martin: As I recall, it was six weeks.

Marcello: So they evidently had cut back on boot training then. It seems to me at one point in the Navy, it was as high as twelve weeks. I think that was probably earlier than the period when you went into the service.

Martin: That could be. I would not have that knowledge.

Marcello: How difficult or easy was it to get into the Navy at the time that you enlisted?

Martin: Well, I can't really say. I had to wait several months probably, nearly a year, before I was finally accepted, owing to the fact that I had suffered a skull fracture. It took a considerable amount of time for the Navy to decide that I could join.

Marcello: So as early as 1939, then, you had actually made the decision to join the Navy.

Martin: That's correct. I graduated from high school in the spring of 1938.

Marcello: Where did you go from boot camp?

Martin: Directly aboard ship--aboard the Maryland. As I recall, it was in Long Beach, California.

Marcello: Was your assignment to the Maryland voluntary one, or did you have a choice of where you could possibly go at that time?

Martin: I believe I requested battleship duty. That's all I can recall about that.

Marcello: Why did you want to go aboard a battleship?

Martin: I can't recall. Probably I was impressed with the size.

Marcello: When you got to Long Beach to pick up the Maryland, were you in fact impressed with its size?

Martin: Yes, I was.

Marcello: What kind of a reception did an individual right out of boot camp get when going aboard the battleship?

Martin: Oh, it was not a big deal. Do you mean as far as the personnel aboard ship...

Marcello: Yes.

Martin: ...and their actions? I was assigned to a deck division, as I recall. I had requested engineering duty, but I was assigned to a deck division and remained in that division, as I recall, for three months.

Marcello: And then at the end of that time, did you transfer over into the engineering division?

Martin: Yes.

Marcello: Why did you want to get in the engineering division?

Martin: Well, I've always been interested in motors and mechanics and had worked in a garage off and on. I was just interested in that aspect of the ship.

Marcello: On the other hand, how did you react or like work in the deck division during the three months that you were in that division?

Martin: Well, I didn't like it very well. Most of my work was connected with chipping paint and painting and scrubbing the decks. In those days, the spit-and-polish days, the brass had to gleam, and the decks had to shine, and we used all kinds of scrubbing devices. We used pumice block to really bring out the natural color of the wood, and as I recall, if someone laid down and made a black mark on the deck with the heel of the shoe, why, they were in trouble,

if caught in the act, at least, by the boatswain's mate responsible for that area.

Marcello: Let's talk a little bit more about the procedure of cleaning the deck. I assume you were referring to holystoning the deck. Now that's a part of the Navy that's no longer in existence, so take me through the procedure. How would the holystoning of the deck work?

Martin: Well, all I remember is that these were blocks of pumice, and water was used in the procedure and then rinsed off and mopped. The decks were mopped quite often.

Marcello: Were those decks teakwood?

Martin: Yes, I believe so.

Marcello: While you were in the deck division, did you have mess cooking duty?

Martin: Yes.

Marcello: Describe how mess cooking worked aboard the Maryland at that time.

Martin: Well, we carried food from the galley to the individual dining areas, which were utilized for sleeping areas at night. The tables were hung from racks and then dropped to the deck and folded out. Our duty, too, was to get the tables down, equip them to some extent with utensils, and then put them back up after a meal, after cleaning them and cleaning the floor as well.

Marcello: How many tables were you serving?

Martin: Oh, I don't recall anymore. Three or four perhaps.

Marcello: I do know that in some cases, people actually welcomed mess cooking because of the tips that they could pick up if they had done a good job. Do you recall receiving any tips for mess cooking?

Martin: No.

Marcello: How long did mess cooking last?

Martin: Well, I was in that division for only about three months, and I think I was mess cook for most of that time. Of course, that would be involved there during mealtime, and then at other times I would have other work assignments.

Marcello: Describe what your living quarters were like aboard the Maryland in that pre-Pearl Harbor period.

Martin: Well, it was just an open room with lockers--metal lockers--and either hammocks or bunks were utilized. The bunks were cots, incidentally, which were put away in a rack or bin each morning. During my stay in the deck division, I slept in a hammock. Only the more senior sailors were able to have a cot. It was a mark of distinction, almost, to have a cot.

If you want a side story, I recall having been assigned hooks just outside of the galley where the dishes were washed. We immediately went to the tropics from Long Beach, and at night I would try to get some sleep with this sort of wrapped around me with steam still coming from the galley, and in a few days I had developed a heat rash on my back



that was almost unbearable. I always had to wear a T-shirt, and my back did not have an opportunity to dry out. So I finally just started sleeping on deck. I'd take a blanket and lay it out on deck topside, maybe on the second level, and then take off my shoes and use them for a pillow. Should it rain, then I'd crawl under a boat or some other overhanging area so that I'd have some shelter. That way I got rid of my heat rash.

Marcello: Other than the location of your hammock, what was your reaction to sleeping in a hammock?

Martin: Oh, it was a fairly comfortable type of bed, as I recall, and under normal conditions, why, not at all uncomfortable.

Marcello: I've heard it said that the hammock was especially an asset if you were in rough seas because if the ship moved and so on, the hammock more or less stayed still.

Martin: That is correct.

Marcello: You mentioned that you were in the deck division for about three months, and then you shifted over to the engineering division. Describe how this process took place and then what you actually did once you got into the engineering section.

Martin: Well, I think it was sort of a matter of an opening developing in the engineering division. I was assigned to the fresh-water hold, and during watches I was responsible for moving the water from one part of the ship to another, starting

and stopping pumps and turning valves to direct the water as I was requested to do.

Marcello: This was the freshwater hold?

Martin: Yes.

Marcello: I assume this was one of those responsibilities that they usually give to all new people who come into the engineering spaces?

Martin: Well, I don't know. It may be that an opening had developed right at that point in this particular division, rather than working with boilers or some other aspect of the engineering division.

Marcello: How long did you remain in that particular function?

Martin: Well, for several months. I can't recall exactly. Perhaps it was a year, and then I was assigned to the engineering toolroom, where I was responsible for dispensing tools, valves, screws, bolts--all items of equipment needed throughout the engineering division.

Marcello: Is that where you were when the attack at Pearl Harbor took place, or were you still with the freshwater hold at that point?

Martin: No, I was with the toolroom and my...I can't think of the term. My general quarters station was with the repair party on the second deck.

Marcello: You anticipated my next question. I was going to ask you where your general quarters station was, and that is also where it was at the time of the attack?

Martin: That is correct.

Marcello: What was the food like aboard the Maryland during that pre-Pearl Harbor period--from the standpoint of a seaman.

Martin: Not bad during that period. Much better than it became much later on during the war. As I recall, our storekeeper, chief machinist's mate, was a very competent person and did his best to obtain as much fresh food--milk, vegetables, and that--as possible whenever we were in port.

Marcello: So the Maryland was a pretty good feeder, then?

Martin: Yes. Yes, it was a good ship to live on during that period.

Marcello: What role or importance did athletic competition assume in the life of that pre-Pearl Harbor Navy, either when you were in Long Beach on the Maryland or even after you get out to Pearl?

Martin: Well, after we reached Pearl, I recall that ball teams were developed--baseball--and there was opportunity to play a few games when we were in port during the next several months.

Marcello: How about the boxing smokers?

Martin: I don't recall boxing as being an activity that was as popular as baseball and other things we could do on the beach.

Marcello: Now is it not also true that there was competition among the ships when you would go out on training exercises and so on? Was it not true that ships would compete to display the so-called "E" for efficiency, whether you were in the engineering spaces or gunnery or things of that nature?

Martin: Yes. Yes, I recall that competition.

Marcello: In general, as you look back aboard life in that pre-Pearl Harbor Navy aboard the Maryland, how would you describe the morale of the men?

Martin: Oh, I think it was quite good.

Marcello: What do you think was responsible for that?

Martin: Well, I can't really say. I think most of the officers, at least those which I served under, were very honest, outgoing, and fair individuals. I recall that my division officer was extremely interested in education and encouraged those of us who wished to move ahead as rapidly as possible to study the manuals in preparation for the exams for promotion in rating, rank.

Marcello: You brought up the subject, and I want to pursue it a little bit further. How slow or rapid was promotion in that pre-Pearl Harbor Navy?

Martin: As I recall, anyone who could pass the examination and had served the appropriate time in a particular rating was moved ahead. I know that I had no difficulty as far as promotion. I studied hard and was able to pass examinations, and I moved ahead as soon as my time in a particular rating had expired.

Marcello: Do you recall what your rank was at the time of the attack?

Martin: Yes. I was a machinist's mate first class and would have taken the examination for chief machinist's mate in another month or so.

Marcello: Now that was pretty rapid promotion, was it not, since you really hadn't been in the Navy but about a year-and-a-half, perhaps, by the time of the attack? Most people, I don't think, advanced that rapidly.

Martin: I never missed any opportunities for promotion. I was able to pass the examinations as soon as they were available to me, and as I pointed out, I studied quite hard. In fact, a shipmate and I studied together a lot, and we would be bawled out by our division officers while studying during an alert in areas where the light was very poor aboard ship.

Marcello: When did the Maryland move out to Pearl Harbor on a more or less permanent basis? Do you recall?

Martin: Well, it was several months prior to the attack. I would suggest perhaps it was in the spring or early summer.

Marcello: Of 1941 or 1940?

Martin: Well, probably 1941. See, we were in and out of the tropics. In fact, as I recall, we had been back to the States for an overhaul prior to going back out to the Pearl area, and we were operating in and out of Pearl Harbor for many months.

Marcello: What was your reaction concerning the move to Pearl Harbor? In other words, were you looking forward to being stationed there?

Martin: Oh, I think so. At that point I was interested in seeing as much of the world as I could. I don't recall any aversion to being in that area.

Marcello: Okay, let's talk about the activities of the Maryland once it was more or less assigned to the Hawaiian Islands on a permanent basis. Take me through a typical training exercise in which the Maryland would engage in that pre-Pearl Harbor period. First of all, when would the Maryland normally go out? What day of the week, if there was a specific day?

Martin: I can't recall any specific day or period, so I'm afraid I can't answer that question.

Marcello: How long would the Maryland normally stay out when it was on some of these exercises?

Martin: Oh, a period of a few weeks in some cases. I remember we traveled across the International Date Line on one voyage, and that was a very exciting experience. But I recall that there would be gunnery exercises during these maneuvers, and many ships, in fact, a whole division perhaps, would be involved. There would be targets towed by planes which the gunners would fire at. We would practice alerts and times when we'd be on general quarters, especially during dawn periods, during these maneuvers.

Marcello: Was there a particular day of the week when the Maryland would normally come in off these maneuvers?

Martin: I cannot recall that. I do recall that we were at Pearl and tied up in Battleship Row during the week preceding the attack, and we had had an admiral's inspection on that Saturday. The Oklahoma, which was tied to us and outboard of us, of

course, was to have had inspection that Sunday, and because of the inspection, the watertight doors had been opened pretty much throughout the ship in preparation for this inspection.

Marcello: And, of course, this was standard procedure whenever one of these inspections would take place, was it not?

Martin: Yes, it would be a half-a-day affair at least. So everyone had to get ready, not only themselves but their quarters, and as I recall, with the watertight doors pretty well open, the Oklahoma sank very readily when she was torpedoed.

Marcello: As one gets closer to December 7, 1941, and as conditions between the United States and Japan continued to deteriorate, could you even in your position detect any changes in your training routine? For instance, were there more general quarters drills or alerts or things of that nature?

Martin: I can't recall that these were stepped up during this period, but they may well have been. It was normal procedure in the months prior to the attack to be on the alert during dawn hours especially.

Marcello: When the Maryland came in, did it normally always tie up at the same place?

Martin: I can't recall that it tied up at exactly the same place, but we were always along Battleship Row--next to Ford Island.

Marcello: How would the liberty routine work aboard the Maryland once you got to Pearl?

Martin: Well, I can't recall exactly now. I can't even recall the

hours we were allowed to go on liberty. Every day or two or three at least, we were able to go ashore for several hours.

Marcello: Did you have the so-called Cinderella liberty whereby you had to be back at midnight?

Martin: I can't recall the time we had to return. I assume that's probably the hour.

Marcello: When you went ashore, what was your normal routine? What did you do?

Martin: Well, we'd go to Waikiki and swim on several occasions. I took tours that were available around the island. I recall swimming on the other side of the island. Alewa Beach, I believe, was the area. We'd attend movies and in the evenings go to bars. Those are the things that I recall doing.

Marcello: I see you don't have any tattoos, so I assume that you didn't hit any of the tattoo parlors on Hotel Street.

Martin: That's correct. I don't have any tattoos anywhere.

Marcello: Was it more or less standard procedure for many of the enlisted personnel to get tattoos during that period?

Martin: I think many did.

Marcello: I guess one wasn't "salty" unless he had a tattoo.

Martin: That was probably one of the reasons for obtaining one.

Marcello: Did you have a particularly favorite place you would go in Honolulu when you went ashore on liberty? For instance, I know a lot of crews would go to a particular bar or a particular



restaurant or something like that.

**Martin:** No, I cannot recall any particular restaurants or theatres in Honolulu. I know we'd go to the Royal Hawaiian to swim. I recall that in San Francisco, at every opportunity I would eat at the Bay City Grill. The steaks were excellent there. But not in Honolulu. I don't recall any particular places.

**Marcello:** Do you recall a place called the Black Cat Cafe?

**Martin:** No.

**Marcello:** This was an establishment that was across the street from the YMCA and evidently would be the first bar that people would hit when they came by taxi, I guess, from Pearl or wherever.

**Martin:** No, I don't recall that.

**Marcello:** Okay, this brings us into those days immediately prior to the attack at Pearl Harbor. Let me ask you this question. As relations between the two countries continued to get worse, did you and your buddies in your bull sessions ever talk about the possibility of war coming with Japan?

**Martin:** No, I don't recall many such conversations. In fact, the news that we received was, I think, fairly limited as far as world politics, although there was a mimeographed newsletter that came out aboard ship. As far as even listening to the radio a great deal, I don't think we had a lot of contact with the outside world. Part of that may have been that we weren't that excited about what was going on

outside of our routine aboard ship.

Marcello: Now you did say that by this time you had become a machinist's mate first class, is that correct?

Martin: That's correct.

Marcello: And that your general quarters station was in the engineering toolroom.

Martin: Well, the repair party station...

Marcello: Oh, I'm sorry. Yes, right.

Martin: ...close by.

Marcello: That's right. You were working in the engineering toolroom, but you were in that repair party.

Martin: That's correct.

Marcello: Let's talk about that weekend of December 7, 1941, since that's obviously the thrust of the interview. Recall for me what you can about your routine on Saturday, December 6, 1941. Do you recall what your routine was that day?

Martin: Well, the Maryland was inspected that day. That occupied much of the day--at least before noon.

Marcello: What did this involve so far as you were concerned?

Martin: Well, to have the toolroom shipshape--neat, clean, and in order. Of course, it was necessary to go topside for personal inspection. That was my concern that day.

Marcello: Just for the record, where was the Maryland tied up at that point?

Martin: To a quay alongside Ford Island--cement piers, one on each

end of the ship.

Marcello: And like you pointed out awhile ago, you are inboard of the Oklahoma.

Martin: That's correct.

Marcello: Describe for me what Battleship Row looked like. Here you were, a relatively young man in the Navy. It must have been a pretty impressive sight to see all those battleships in there.

Martin: Yes. In fact, they were paired along Ford Island for most of the distance along that side of the island. One or two were tied singly to a quay, but they were in pairs.

Marcello: In addition to the battleships, I guess there were a bunch of other ships in there, too, were there not?

Martin: That is correct. There were ships sort of paired according to type. Destroyers were tied up alongside of each other. Minesweepers as well. The Oglala is a name I recall of one of these vessels.

Marcello: What did you do that afternoon?

Martin: I don't recall. I did not have liberty that day. I had liberty on Sunday--the day of the attack--and was preparing to go to the hospital ship, the Solace, to visit a shipmate who had had an operation for appendicitis a few days before. I was preparing for liberty at the time of the attack.

Marcello: What would you normally do on a Saturday night if you didn't have liberty and you were still aboard ship?

Martin: Probably play cards and...they had movies aboard ship, and

that's about it, I guess.

Marcello: So far as you were concerned, did anything eventful or out of the ordinary happen that Saturday night of December 6, 1941?

Martin: Not as far as I was concerned. I was told that there was a big party at the Royal Hawaiian Hotel which many officers were attending that night. In fact, some of the officers from our ship were there. But nothing unusual occurred.

Marcello: Do you recall what time you turned in that night?

Martin: No.

Marcello: Okay, this brings us into that Sunday morning of December 7, 1941, and once more let's go through with your procedure and your routine as the day transpired. I'll let you pick up the story at that point.

Martin: Well, I was shaving and showering and preparing to go visit my buddy on the Solace and was in the washroom at the time. My first indication of anything out of the ordinary was machine gun fire. I was told later that one of the gunner's mates was cleaning his machine gun on one of the cranes, one of the towers, aboard ship and had spotted the Japanese plane coming in for attack. Shortly after this, General Quarters was sounded by the bugler. It was a very bad job of sounding General Quarters, but he was probably very nervous about it. Then, of course, the usual horns also signaled General Quarters.

Marcello: So what did you do at that point?

Martin: Well, I gathered up my clothes and dop kit--shaving kit--and

ran to my locker barefooted through the machine shop, picking up some metal cuttings in my barefeet. I dressed as rapidly as possible and reported to my general quarters station.

Marcello: So you were in skivvy shorts at the time?

Martin: That is correct.

Marcello: Okay, now you mentioned that you went to your locker, and you did put on clothing and then went to your general quarters station. What was the clothing-of-the-day? What were you wearing?

Martin: Well, dungarees--dungaree trousers, shirt...

Marcello: You did have dungarees? The reason I asked that is because I know a lot of people were actually in shorts.

Martin: No. As I recall we wore dungarees.

Marcello: So when General Quarters sounds, I assume that, as was normally the case, everybody was at that point going where they were supposed to be going.

Martin: That is correct.

Marcello: What happens when you get to your general quarters station?

Martin: Well, you wait for further orders or developments to take place. In our case we were to wait for direction to do any repairs that would be necessary from resulting damage to the ship.

Marcello: How long did it take to assemble these damage control parties there at your station?

Martin: Oh, a relatively short time. A matter of a few minutes.

Marcello: And what did you do at that point?

Martin: We waited for further orders, which came in another, I guess, ten or fifteen minutes. I don't recall exactly.

Marcello: In the meantime, I assume that the Oklahoma has already been hit.

Martin: We could feel torpedoes hitting the Oklahoma. The result would be that she would bounce against the Maryland and jar us very heavily with each torpedo. As I recall, there were five or six such jars.

Marcello: Now from where you were located, were you able to see anything that was happening outside?

Martin: No.

Marcello: What kind of a feeling or response does this conjure up? Is it rather uneasy to be inside and know that things are happening outside but you don't know what?

Martin: Yes, it was, as I recall, some frustration in this regard.

Marcello: What did you talk about during those ten or fifteen minutes?

Martin: Well, I don't recall exactly--just that we were being attacked and, of course, surprised.

Marcello: Okay, so you're there for ten or fifteen minutes awaiting further orders. What happens at that time?

Martin: We were ordered to go topside with equipment to cut holes in the bottom of the Oklahoma and release the men that were trapped in that ship.

Marcello: Okay, so the attack is still going on, and the Oklahoma has

already turned over.

Martin: That is correct.

Marcello: Describe exactly what you do and what is taking place while you're doing it.

Martin: I grabbed a large air drill and headed for the ladder to the first deck--we were on the second deck. I got halfway up the ladder, and, of course, encountered the manhole open in the hatch door. I lifted the air drill to clear it through the manhole and managed to lodge one end, where the air hose connected, in the spring on the door and had it thoroughly stuck in that spring. Of course, people below were yelling at me to get out of there, and people above wanted to come down to the lower deck. So holding the air drill over my head, I tried to twist it free of the spring and managed to do so and at the same time twisted my back and suffered an injury which has bothered me the rest of my life.

Marcello: Now did that injury incapacitate you at the time right there?

Martin: No. I wasn't aware that I was in discomfort at that time. I was able, then, to get up topside, and we gathered along the rail waiting for further orders to go aboard the Oklahoma. Then it was decided that any attempt to cut holes in the bottom of the ship with the torches and drills that we had was not at all advisable. So in a few minutes we were ordered back below to our repair station.

Marcello: Did you get a chance, while you were up on the main deck, to

get a glimpse of the Oklahoma?

Martin: Yes. Oh, you bet!

Marcello: Describe what you saw and what your thoughts and feelings were when you saw it.

Martin: Well, it was very impressive. The only underside view of a ship that I had had prior to this was in dry dock, where one could see only one side or sort of a portion generally, readily. It was very impressive to see the entire bottom of the Oklahoma exposed above water.

Marcello: Given your age and so forth, in your wildest dreams could you ever imagine one of those large ships turning completely over?

Martin: I probably hadn't thought it was possible.

Marcello: Did you have time to think about it at that point, or were you too busy thinking about other things?

Martin: Well, I was too busy looking around and observing the smoke, the heavy smoke, that existed almost around the horizon. Of course, I couldn't see on the other side of the ship very much, but I had at least a 180-degree view of the area, and there was heavy smoke from just a few hundred yards from the ship all around the Pearl Harbor area.

Marcello: Did you have a chance to observe any of the attacking planes?

Martin: No. But I, of course, heard a lot of gunfire at that point.

Marcello: Now you mentioned that you were ordered back to your general quarters station. About how much time has elapsed by then?

Martin: Probably not more than a half-hour from the time we were



ordered topside until we had returned to our repair station.

Marcello: Somewhere during this affair, the Maryland caught two bombs. One, I think, was a 15-inch armor-piercing shell which was fitted with fins, and I think it smashed into the hull. Then I think there was another one that hit up on the forecastle. Do you recall either one of those bomb hits?

Martin: Yes. I don't know that I was exactly aware when they struck, but, of course, I was told later on. I learned about the two bombs. One went down the rear hatchway, as I recall, at the stern and exploded in the mattress storeroom in the bottom of the ship. One of my former buddies who I'd worked with in the freshwater hold was killed as a result of that bomb.

Marcello: But from where your battle station was, you really couldn't feel the impact of those hits too readily?

Martin: If I felt it, I hadn't distinguished those hits from the torpedoes which had struck the Oklahoma and her bouncing against the Maryland.

Marcello: What did you do once you had returned to your general quarters station?

Martin: Well, we didn't have any additional orders to other areas of the ship for repair purposes. I'm sure that there were repair parties fore and aft that were involved where the bombs had struck.

Marcello: What do you talk about or what thoughts are going through your mind?

Martin: During the battle?

Marcello: Yes.

Martin: Well, I don't recall now.

Marcello: Is there a lot of talking, or is usually each man keeping his thoughts to himself?

Martin: I don't recall that there was a lot of talking?

Marcello: Could you detect a lull between the first wave and the second wave?

Martin: Yes, I believe there was, as I recall.

Marcello: How long did you remain at the general quarters station the second time around?

Martin: Well, I think for several hours.

Marcello: So you were there for the remainder of the attack?

Martin: Yes.

Marcello: And simply standing by?

Martin: Yes.

Marcello: Okay, the attack is over now. What takes place at this point? What kind of orders do you get?

Martin: Well, I was aware that they were trying to get the ship underway. Of course, I don't know how they had hoped to get out around the Oklahoma and get into the bay. I recall that there was a record set in firing the boilers and making preparations to get underway.

Marcello: Normally, how long does it take to get a battleship underway?

Martin: At one time I had these figure on the top of my head. I don't

now, but I know that they didn't allow time for gradual heating as far as firing the boilers. They more or less "poured it on" as much as possible to get up a head of steam. I recall our engineering officer--a very competent person--was making every effort to get underway.

Marcello: Incidentally, do you recall feeling any impact from the Arizona when it blew up?

Martin: No.

Marcello: Okay, so you cleared the harbor. You're going out.

Martin: Well, no, we didn't. We didn't get underway.

Marcello: Why not?

Martin: I doubt that there was any way to do it with the Oklahoma.

Marcello: You were trapped by the Oklahoma.

Martin: That is correct. In fact, when we were pulled loose or out from the shore of Ford Island, it was necessary to dynamite the quay forward, and then tugs pulled us free in that open space that developed.

Marcello: What did you do the rest of the day of December 7, since the Maryland wasn't going to be leaving?

Martin: Well, after the attack and when there seemed to be nothing that we needed to do in that repair party, I sat with my back against the boiler uptakes because the heat from the uptake, which formed the wall along a corridor near the repair party station, felt good to my back, which was bothering me then.

Marcello: So by this time you were having problems with your back. You probably had them all along, but now, since the fighting was over and so on, you had a chance to think about it.

Martin: That's correct.

Marcello: Did you engage in any other sort of activity the rest of that afternoon?

Martin: No. We were busy dispensing tools and that at periods from the toolroom.

Marcello: You never did resume any of the rescue effort aboard the Oklahoma?

Martin: No.

Marcello: Describe what you did that evening.

Martin: Well, I think they served beans eventually, late that evening, for the evening meal.

Marcello: Did you have an appetite?

Martin: I don't recall that I was particularly hungry, no. I just rested. We did not put up our bunks at all. I sat, as I mentioned, with my back against the boiler uptakes much of that night.

Marcello: Could you hear any sporadic gunfire that night?

Martin: As I recall, a Japanese submarine--minisub--entered the harbor and was depth-charged. But that's the only activity that I recall that evening.

Marcello: Did you get very much sleep that night?

Martin: I don't recall getting any.

Marcello: What did you guys talk about? You guys must have been talking about what took place that day.

Martin: Well, stories were coming around about some of the feats of heroism among the shipmates and some of the experiences-- once we were able to communicate to a greater extent--that some had during that day. One of my friends had been topside, and his battle station was in the after part of the ship near where the screw shafts--propellar shafts--extended through the back of the ship. The watertight doors had already been closed by the time he had to travel back to his GQ station. He was a strong fellow, and instead of using a piece of pipe to provide greater leverage on the dogs that secured the doors, he hit each one with the palm of his hand to jar them these dogs loose; and so by that night, his right hand was swelled up and black and blue from the bruises that he had received. Another person, I recall, was telling about crossing the deck as the ship was being fired upon by planes with the machine gun bullets throwing splinters into his legs as he traveled for safety through the door in the deck. There were many such stories-- many that I can't remember details of to tell you appropriately.

Marcello: This takes us into the morning of December 8, 1941. Things have perhaps calmed down just a little bit. Suppose you and I were standing out on the main deck of the Maryland, and we were looking around at what we saw. What would we see?

Describe what we would see.

Martin: Well, Ford Island being close by, you could see the destruction to the buildings and planes that had taken place there. You could still see smoke from burning ships to some extent, but the main smoke, I think, had pretty well cleared. You couldn't see across the harbor well enough to detect destruction in the dry dock area at least.

Marcello: What did the surface of the water look like?

Martin: Very oily.

Marcello: This was thick oil, was it not?

Martin: Black oil, yes.

Marcello: Did you get a chance to get a look at the Arizona?

Martin: No, we could not see the Arizona from the Maryland. It was two or three berths along the island from where we were tied up.

Marcello: When you saw all this destruction, how would you describe your own feelings or emotions?

Martin: Well, it was very impressive. I can't recall.

Marcello: What did you do in the days following the attack?

Martin: Well, I was very concerned that my close friend, who was on the Solace, would get back aboard ship because the scuttlebutt was that we were going to be towed to dry dock and receive temporary repairs to the hole in the bow and then head for Bremerton Shipyard for permanent repairs. It turned out that he was brought to the ship within a day or so, and that eased my mind in respect to him. This is what happened. We were

towed to dry dock and in just a few days had received a temporary patch and then headed for the States.

Marcello: So most of your work was still taking place aboard the Maryland even in the aftermath of the attack?

Martin: Yes.

Marcello: How long did you stay with the Maryland after Pearl Harbor?

Martin: Another year or two. In the fall of 1943, I was accepted for V-12 training and left the ship in the New Hebrides Islands. I came back to the San Francisco area--Oakland--and was granted ten days leave. This was my first opportunity to go home after going aboard the Maryland. As I recall, I had put in about three-and-a-half years at that point. So I traveled home by train. I had thirty-six hours or so at home and then returned to San Francisco.

Marcello: Did you have some moments of sadness in having to leave the Maryland? I mean, after all, it had been your home for over three years.

Martin: Yes. Yes, I did. And I left many good friends.

Marcello: Now by the time you left the Maryland, I assume that it had been through some other action after Pearl Harbor, had it not?

Martin: We spent a lot of time in the South Pacific, underway most of the time. I remember visiting the Fiji Islands, Christmas Island, and then was in the New Hebrides at the time I left the ship. But we were not involved in any battle during the time I was aboard the ship after Pearl Harbor. After I left

the ship in late summer of 1943, the Maryland was involved in some battles and received a kamikaze attack, and some men were killed, as I recall. My best friend, who had been on the Solace, was still aboard ship, and shortly after that he left for diesel training school. At some point the Maryland was in the battles in the Philippine Islands.

Marcello: Going back to the attack once more--and I should have asked these questions previously--how shortly after the attack was it that you were able to let your folks know that you were okay?

Martin: I think probably about the next day we were requested to write on a postcard that we were okay. That was our means of communication.

Marcello: When did you get out of the Navy?

Martin: In December, 1945.

Marcello: And then just to bring your biography up to date, Mr. Martin, let's kind of pick up where we started the interview. You eventually, of course, went on to college.

Martin: That is correct. While in the Navy V-12 officer's training, I spent a year at the University of Minnesota. The second year I was transferred to the University of Notre Dame, and then my midshipman school experience was at Notre Dame. I received my ensign's commission in July of 1945.

I had requested battleship duty again in the engineering force and was assigned to the USS Idaho. The Idaho at that



time--the time I left Notre Dame--was in the Philippines area. So I had a few days leave and then went to San Francisco and boarded an aircraft carrier for the Philippines. Three days out of the States, the Japanese surrendered. Of course, my orders said "the Philippines," and that's where I was sent. By the time I reached the Philippines, the Idaho had gone to Tokyo for the signing of the peace treaty. So I was in the Philippines waiting for transportation to the Idaho for some six or eight weeks and, of course, was low priority because the war was over and my reaching the Idaho just wasn't that important at that time.

The Idaho came back to Pearl and then back to the States, and by the time that I reached Pearl, the Idaho was in Norfolk, Virginia; so I eventually, after a few weeks, was put aboard a ship to San Francisco, and I then traveled across country by train to reach the Idaho in Norfolk. And at that point I had decided that I would not make the Navy my career and was able to cash in a substantial number of points that I had accumulated owing to longevity--time in service--and requested to be released from active duty in December of 1945.

So I then came home and entered Ohio State University with the idea of becoming eventually an engineering officer, but in the merchant marine. After three weeks at Ohio State, I decided that I didn't like that experience. I lived in the "Towers Club"--men's quarters in the stadium. My experience

with meals and study hall and all was very much as it was in the military, with the sleeping quarters being the study hall area early in the evening.

So in about three weeks, I transferred to Marietta College, a small school about a dozen miles from my home, and was able then to get into engineering background courses --mathematics, physics, and chemistry--and was required to take courses in other areas as well. My advisor suggested that I take a course in geology to satisfy some requirements in the "B" or "C" area. So I did and enjoyed that subject better than any I had encountered in my educational experience. I then entered the petroleum engineering program at Marietta College and then drifted to geology as a major. I received my bachelor's degree in 1948 from Marietta, and from there I went to West Virginia University for a master's and then to the University of Cincinnati for a Ph.D.

Marcello: Well, I think that's a pretty good place to end this interview. I want to thank you very much for having participated. You said a lot of very interesting and important things, and I'm sure that researchers will find your comments most valuable.