

Bobby Waldron (38)
 Captain, Retired
 Miami, FL
 Tuesday, April 25, 1989

[Sam] I am visiting with Bobby Waldron and he has consented to dig down into his memory and relate some of his many adventures while he was on active duty in the Coast Guard.

[Bobby] Thank you Sammy, it is delightful to see Sam. Well, I was really surprised when he called me. Of course, he was a first class man when I was a cadet and he was one of the nicer ones. Really, the main guys were in the second class, not in the first class. The first class couldn't bother with us swabs, but at the academy, I was somewhat of an athlete. I played football, basketball and baseball and was a 12-letter man. I guess there are some others that have 12 letters, but I enjoyed sports and then 20 years later after graduating, I was inducted to the athletic hall of fame. So that is one of the things I am proud of and they asked me one time while Joe McClelland (40) was inducted into the hall of fame before me and I said, well he was an admiral and I was only a captain. So they inducted admirals before captains. But Joe McClelland (40) was a good friend of mine and really a swell guy. Upon graduation in 1938, I had requested an assignment to Juneau, Alaska so I was assigned to the *Haida*. And at that time, Noble Ricketts (20), Lt. Commander Ricketts who was Commanding Officer and Dick Foutter (31) was Navigator and Glen Rollins (35) was the Watch Officer, and Ralph Dean (35) was a Assistant Engineering Officer, and the Engineering Officer was Nat Fulford (27). Later, Tick Morgan (39) after graduating from the Academy came to the *Haida* and along with Johnny Pritchard (38) and Albert Alber Wayne (37) now Wayne, so we really had a nice group of officers and it was a lot of fun and we had some rather interesting Commanding Officers on the *Haida*. Along with Ricketts, we had Sarrat (23) and Lee Baker (22) was there temporarily on the *Haida*. We used to pal around and in fact, there was a big party in Seattle. They were making a movie about the Coast Guard and had a lot of young starlets in the hotel in Seattle. And I was invited to a big party by Captain Thompson, W.K. Thompson, who was Commanding Officer of one of the big cutters and he invited me to a party with all of these gals and Lee Baker (22) wouldn't let me go. He said I was too young. So at that time, I was 22 years old and I didn't think I was too young and I was very anxious to go and he wouldn't let me go and he was Commanding Officer, so I couldn't go. So, we finally got a very interesting Commanding Officer named Robert Cottington Jewel (22) and if you have ever served with Robert Cottington Jewel (22), he is famous for his machine gun antics in the rum-row days, but he was a very interesting Commanding Officer and in fact, he lived in the Hotel Baranoff which was built in Juneau while I was there and we had a real nice public health doctor on the *Haida* named Doctor Bingham (USPHS). Well, Dr. Bingham said to me we ought to call in the Commanding Officer --- after all it is Christmas Eve --- but remember to tell the Captain, Captain Jewel (22), that we were not drinking. Tell him we are not drinking because he mixes some rather odd drink. So, Dr. Bingham and I went over to the hotel and we called on the Captain Robert Jewel (22) who was then Lieutenant Commander and we passed a few minutes and the Captain said "How about a drink." And we said "No, we are not drinking, Captain." He said, "I know you two guys and I know you drink, so I am going to make you a drink." Well now, I know why Dr. Bingham said we were not drinking because the drink was made of molasses and bourbon. Now, that is quite an odd drink, but that was typical of Captain Jewel (22). Well, my mother and dad came up to see me in Juneau and they came up on the Alaska steamship lines and they spent a few days in Juneau and my father went fishing with a friend of mine named Spike McClean and they both came back from the fishing trip feeling

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pretty good and my father had a big, silver salmon and he was in the Baranoff Hotel and he said to me "Bob, what will I do with the salmon?" Well I said, "Give it to the hotel and they will cook it and give you some free meals." Which my dad did, he gave the salmon to the hotel and they had a couple of free meals because of the salmon, but I got my orders to *Mendota* at that time in Norfolk and if I could be relieved of my duties, I could go back out of Alaska to Seattle on the same ship with my mother and dad.

[Sam] Why did you ask for Juneau?

[Bobby] No special reason. My hometown is Bethlehem, Pennsylvania and I had no special reason except I was a little adventurous type and I thought I would like to see Alaska. So I asked for it and I got it and I never regretted it. In fact, I was on the *Haida* two years and I had every department except Commanding Officer. I was Navigator, Ship's Service Officer, everything but Engineering over a period of two years.

[Sam] You also had a Bering Sea patrol.

[Bobby] That is right and we also made the court cruise. Well, the court cruise was very interesting and we took Judge Helenthal [phonetic] on the court cruise and went to the ports and he held criminal court and things where people were up for murder, robbery, arson and so on. Of course, the thing is, he brought two gals with him which is rather odd to have a couple of women on a Coast Guard cutter, but they were with him. And we made the court cruise and, of course, under Ricketts. Why, Ricketts would surrender his cabin to Judge Helenthal, but when Jewel became Commanding Officer, he said nobody is going to take my cabin, so he put Judge Helenthal up in the Emergency cabin, just off the bridge and he kept his cabin. Well, that was typical of Captain Jewel. And another interesting thing about Captain Jewel is that the Governor of Alaska wanted to use the cutter to go either to Skagway or to Sitka and Jewel said no governor is going to use my ship, so we went to Cape Spencer and we ran back and forth all night at slow speed because he didn't want to be in Juneau and he didn't want the governor to have the ship. Well, the District Commander got wind of it and sent us a message "Get back to Juneau and pick up the Governor," which we did. Then along with the court cruise, we went up to the Bering Sea. It was a very interesting assignment and I wanted to stay another year. The orders used to come in on Friday night and 23 in my class and orders came in for 22. Everybody got orders except me and I was very happy about it because I wanted to stay on the *Haida*. Well, I took some leave and went to the Academy and Louis Perkins (18) and his wife were very good friends of mine and they said they noticed I didn't get orders and everybody else did. And I said, no I am very happy on the *Haida* and I like it. But Mrs. Perkins thought it was a terrible thing that I was going to spend another year in Alaska, so she talked to the Commandant when he was at the academy and he had his aide put down a note to transfer Waldron out of Alaska. So that is how I got ordered from Juneau to *Mendota* and I really didn't want to go. But, in the meantime, I had asked for an assignment to Pensacola for aviation training and I took the flight physical in Seattle at Sand Point which Sammy had mentioned previously. Having been to Sand Point, I ran into Admiral Winbeck (29) it was quite interesting. So, I had my orders to *Norfolk*. It is not really *Norfolk* it is

Portsmouth, I believe the ship was, but I always say *Norfolk*. I forget the Commanding Officer, I wasn't on there very long. I do remember the engineering chief was Chiswell (29), Ben Chiswell's brother and we had a very sad thing happen on the *Mendota*. We had four young boys from a little farm town south of Portsmouth and they graduated from high school together and had decided that the four of them would enlist in the Coast Guard if they could be assigned to the same ship. So they were assigned to the *Mendota* and they would go home on a weekend and they would have to be back Monday morning so they would leave maybe at midnight to come back to Portsmouth. Three of them were asleep in the car and it was a two-door car and three were asleep and the driver fell asleep so they drove into six-feet of water in the little canal and the car went over on its side and the windows were up and in the confusion of trying to get out, they were all killed. Four of them drowned. Chiswell and I were the board of investigation and it was a very sad affair, because I had to go down and see the parents and tell them the sad news. Four young men, it was like the *Iowa* with the 47 men killed and so we lost four men off the *Mendota*. It was a very tough situation for the families. So, I was only on the ship a few months when I got orders to Pensacola. We happened to be out on long-range battle practice and I was a spotter and the Captain said he would let me go when we got into port. But I had loaned my Chrysler convertible to some gal I had met in Norfolk and I didn't know where she was in my car and I was supposed to be on my way to Pensacola. In fact, I was due there the day I was looking for my car, but there was little hamburger joint out at Virginia Beach where we all went to have hamburgers and drink beer and so on and George Murati (38), a classmate of mine, was on another ship there and he had a car, so he drove me out to Virginia Beach and, sure enough, there was my car with this gal and another gal and two Naval Officers and I said I'm sorry, but I need my car and I had my luggage and they said, how are we going to get back into town? And I said George Murati (38) will take you, I am on my way to Pensacola. So I took off in my Chrysler convertible for Pensacola and I always remember I picked up two guys on the road and they were down on their luck and they were on their way to New Orleans to try to get on a ship in New Orleans, they didn't have a job. And I bought them lunch and I bought them dinner, but I didn't think I should buy them a motel room, but they said "What time are you going to leave in the morning." I was going into this motel. I said I will be leaving at 7:00. So the next morning at 7:00, here are my two fellas waiting for me. And the one guy said to the other, "He said 7:00 didn't he? And what time is it? It is 7:00. He is an officer in the service and when he says 7:00, he means 7:00." So took them to Pensacola and they were on their way to New Orleans. I don't know what ever happened to them, but they were a couple of nice guys, just broke and looking for jobs. I arrived in Pensacola and I went in the BOQ, which were small apartments with two bedrooms and sitting room and I took over the apartment that was used by Roger Dudley (37). He had just busted out. The other side of the apartment was Johnny Pritchard (38) who was one class ahead of me and he inherited the room that was used by Al Wayne (37) and he had busted out. So at the first muster, I was the only Coast Guard officer in the class and a lieutenant in the Navy an instructor named Cronin came up to me and he said "Coast Guard." And I said "Yes sir" and he said "Well, I hope you do better than Dudley and Al Wayne" and I said, "Well, I hope so, too." But Pritchard got through the course and I got through. And then, of course, Johnny was a great flyer and he never had a down in Pensacola and just a natural born flyer and was stationed here in Miami when the war was on and he wanted to do something more

important, so he volunteered for Greenland and it is a great story about Johnny. A B-17 crashed on the ice cap and there were survivors and Johnny got the word and so he took off in the JF Grumman, single-engine plane which was amphibious. He was on the ship and they put him in the water and he took off and went off to the ice cap and I talked with him later on, well no, I didn't talk to him later on, I talked to somebody else, but he didn't know whether he should land on the ice cap with the wheels down or wheels up, so he landed with the wheels down. Well, that plane has a big boot down in the bottom and he could only pick up one man, I believe and he put him down in the boot and he had Bottoms, who was named radio man because Bottoms served with me at Salem. I knew Bottoms real well, he was a real fine enlisted man. So Johnny took off with the wheels down off the ice and got back to the ship and landed in the water, they hoisted him aboard and refueled and the captain of the ship said to Johnny, I don't think you should go back, we got a weather forecast of a big front coming through and it will hit the ice cap about the time you get up there." Johnny said, "No, there is one left and if I don't get up there to get him, he'll die." So, Johnny took off from the water again, went up and this time he landed on the ice as though he were landing on water right on the bottom of the plane and he picked up one, surviving member of the B-17 and took off and ran into a terrific storm as I understand it, hit a mountain and he is still there. He is still there, Bottoms is still there, and the Air Corps man is still there. It was too treacherous to try to get them out, so they are still there.

[Sam] I was on the Board investigating.

[Bobby] Well, Johnny was a very good man, a very good flyer and it was tragic that it happened. He was a good friend of mine at the academy and also in flight training. So, on graduating in February of 1941, before the war started, I was assigned from Pensacola to Elizabeth City and Burke (27) was Commanding Officer and Scheibel (29) was Executive Officer and they didn't speak to each other. Scheibel wouldn't go to lunch with Burke so like your dad used to take to the rolling mills, lunch in a little thing and that is the way Scheibel brought his lunch because he and Burke weren't getting along too well. Bender (36) was there and Dejoy (32), Scheibel and Burke. Burke was quite a guy. A very brave man. So we had a tanker blow up east of Elizabeth City and they asked for Coast Guard planning to go out the tanker was sinking.

[Sam] This is after the war?

[Bobby] No this is before the war. This is in 1941, before the war. So I was now checked out in the Hall boat and I was checked out in the JRF, so I could stand the duty and I had the duty. And I called Burke at home and said we had to get a plane out at first light when this tanker that blew up and quite a few men killed. Some men were in life boats, so he said well tell Dejoy and Bloyin • Scheibel each to take a Hall boat, you go in one and Ray Bloyin (36) to go in the other. Well, the weather was pretty bad and we were out about an hour and came back, it was pretty bad weather and as we landed and brought up the ramp and put the wheels on the Hall boat and Burke wanted to know what we were doing back so soon and we said there is pretty bad weather and Burke said not for me it isn't. "Come on Waldron, let's go." So, he put me in the co-pilot's seat and

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away we went and we did spot a life boat full of survivors and directed a ship in to pick them up and in the meantime this tanker was having explosions and sank, but I always remember the newspapers in Norfolk saying "Burke does it again." He was quite a hero you know. He went out, we didn't do a great deal because I think we were out about six or seven hours and the survivors were spotted and picked up. The reason they sent me to Elizabeth City is that Elizabeth City has different types of aircraft and their theory was that I should be checked out in these Coast Guard aircraft before I go to Salem. I had orders to go to Salem, so after three months in Elizabeth City, I went to Salem and Eddie Fahey (30) was the Commanding Officer, and Chet Harding (31) was Executive Officer and Ted Harris (32) was one of the flyers and Tom Epley (36) was Engineering Officer and George Olson (33). So we had quite a group there and Eddie Fahey was one of those other typical, wonderful guys and everybody liked him. Chet Harding, and Ted Harris was another, he was like a Pritchard, he was a wonderful flyer. Ted loved to fly and then the war started. I had the duty on the 7th of December in 1941 and I called Eddie Fahey (30). I said "Do you have your radio on?", they were at a party and it was on a Sunday. And he said "No," and I said "The Japs are attacking Pearl Harbor, so you turn the radio on." So the Navy asked to send a plane out, so they sent me out that evening in a JRF with a mech and a radio man and a 45 pistol. We had no machine guns, we had no depth charges and I went out in a JRF twin-engine Gruman to look for German submarines. Well it got dark pretty quickly and as I remember it was no full moon or anything it was a pretty black night and there was no radar and I always thought how was I going to see a German submarine. And then somebody said what were you going to do if you saw one and I was going to fly over him and drop the 45 on him, but later we did get depth charges and we got 40 millimeters placed around the air station to protect us from the invasion of the Germans, I guess and Oscar Weed (35) was in charge of that. Oscar had orders into Salem and he was the gunnery officer and he put the 40 millimeters in. There was this air station in Salem, Massachusetts with 40 millimeters sticking up in the air, but it was a very interesting assignment. I did a lot of flying there and I had orders to Greenland twice and twice Eddie Fahey (30) got in touch with friends of his at headquarters. And Eddie liked me and he didn't want me to leave and so he talked them out of sending me to Greenland, so I never did get to Greenland. But, I was at Salem for three years and that is where I met my wife Bo and I was married in Magnolia, just above Boston.

[Sam] Just to interrupt your chain of thought, did you get the chemical warfare instruction at Salem, the gas mask drill and all that sort of stuff.

[Bobby] Yes, we had gas masks. Yes, that is right, they had a building where we went and if you didn't have the mask on, you were tear gassed. Well that was Salem and Eddie Fahey (30) had a great imagination and there was a hotel in Salem named the Hawthorne and the manager and the head police detective, Bates, whose brother was a congressman, they were great friends of Eddie's. So all the hardware stores sent their rifles and shotguns over to the air station to protect Salem from an invasion by the Germans and we had a Great Dane dog who thought I was his master and weighed about 170 pounds. And so, Eddie decided that we would all take these rifles and shotguns and pistols and put on our hard hats, our helmets and we would pull a withdraw. So, they said they always knew where I was, because when Eddie would blow the

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whistle down in the trenches, and you would look around and you wouldn't see anybody, but the dog was sitting there. He was always with me.

[Sam] What was the name of that dog?

[Bobby] Major.

[Sam] And the rest of it?

[Bobby] No just Major, well he might have been, but I only know him as Major, but when I would go out for two or three hours, he would be there at the plane and when I came back, he was there waiting for me. He would watch for that plane to come in, Major would be waiting me. I used to take him home and he scared the hell out of Bo, because she would be in her bed and I would be in mine and he would be in between and she would go to make a move or something and he would look at her. She was afraid of him and he was a great animal, but that was typical of Eddie Faher (30) and Salem air station, but we did a lot of good flying. Never saw a German submarine. In fact, one morning I had the duty and we got word that a ship had just been sunk just off Provincetown, so we had two JRF which each had two depth charges on them. The depth charges weighed about 425 pounds, so Oscar Weed was taking one and I am taking the other, but I called Eddie Faher (30) and Eddie said this is just my chance to do something. He said hold that plane Bob, so Oscar went out north of Provincetown and I waited and Eddie Faher took the JRF and he went out. I never did get a chance to go out, but they never did see anything anyway. But I enjoyed Salem and the people who were there and George Olson (33) was assigned to a PBY to go to Alaska and we were very good friends and we used to fly together a lot. We were under every bridge in New England. And I used to say to George Olson (33), for heavens sake, you are going to hit something there might be a staff -- all their wires hanging down. So he would turn to me and we would be in the same plane and he would turn to me and say "What do you want to live forever?" and I would say "A little longer than right now." So he got the PBY to go to Alaska and he asked for me. Well Eddie Faher (30) and George didn't get along too well, so Eddie Faher (30) had called headquarters again and said don't give Waldron to Olson. So, George went to Alaska with a Coast and Geodetic aviator that Don _____ came in with. George was killed at Cold Bay on a take off on instruments and the wind was very strong and he thought he was going this way and he was going this way sideways and he hit the mountain and the rate killed and the two men that were in the blisters in the back, hit the blisters on the back and came out on the ground. They had broken arms and legs, but they survived. George and seven others were killed, so again I missed the arrow.

[Sam] That was the survey aircraft without the armaments and sealed tanks that Willard Smith had been flying.

[Bobby] Yes, that's right just cameras. Willard Smith came into Salem and the guy that relieved him was George Olson (33). Willard worked out of Salem doing some aerial surveys of the New England coast. They did a lot of photography work. They were going to send some

Tuesday, April 25, 1989

PBMs to the south Pacific for rescue work to pick up downed aviators, so the Coast Guard was involved and I had orders to come here to Banana River to get a PBM. I was a plane captain and I had a co-pilot. I had a radio man and a complete crew for a PBM and we were supposed to go to Banana River. And I was going to leave on a Monday and Bob McCafferey (33) called me from headquarters and said where do you think you are going and I said I am going to Banana River and he said, "No you are not you are coming to headquarters." So, instead of going to Banana River, I had orders to headquarters and I reported as Glen Holmes assistant in aviation operations, but with the war going on, I was very unhappy being in Washington. I was flying VIPs twin-engine Lockheed Low Star and the JRB and the JRF and so on, but I did not like being stationed in Washington. *Lode*

[Sam] Which year was this?

[Bobby] This is in 1944. So in early 1944, the admiral I was working for in operations who later became Commandant, I would go in and see him and say "Look, I can't spend the war in Washington, what am I going to tell my grandchildren?" So he said "Get the hell out of here, you're an aviator and that is what you are going to be." Well I would keep pestering him, and finally he said, "I am getting tired of you Waldron" and he said "Okay let him go." And he said "Where do you want to go?" I said, "Well Merlin O'Neil (21) has the *Leonard Wood* and that is a great ship. I want to go to the *Leonard Wood*. So send him to the *Leonard Wood*. So, I sold my car and we packed up what furniture we had and I was on my way the next day to the *Leonard Wood* in Long Beach. So, I went aboard the *Leonard Wood* and Cy Perkins (24) was relieving Merlin O'Neil (21) and they were all set to change command, when we had a stabbing in the ward room. Two of the boys in the ward got into a fight and they all carried these big knives and this one guy, got the other fellow right in the back with a knife, but he lived all right and he was in the hospital and they caught the fellow doing it and put him in the brig in *Long Beach*, well we had a brig on the *Leonard Wood* too, but he was put in the Navy brig. Well now, Merlin O'Neil (21) and Cy Perkins (24) didn't think they could have a change of command with this hanging in the air so to speak. So, they called me up to the cabin and said "Can you hold a one-man board on this fellow and have him out by tomorrow on a bad conduct discharge?" This was justice in those days, so I said, "I'll do the best I can." So, I got a chief yeoman and we went to the hospital. We picked up the fellow from the brig and put him in handcuffs and took him over to the hospital and we asked the fellow in the hospital bed "Is this the man that stabbed you?" and he said, "Yes, he is." And that completed the board investigation and I submitted it to Merlin O'Neil (21) and he signed it and there was a Navy admiral on the *Long Beach* and he okayed it and the fellow was out on a bad conduct charge the next day and we never saw him again. So, that was my welcome aboard the *Leonard Wood*. And Cy Perkins (24) took over and I was going on liberty every day and the war was going on and we were getting ready for an invasion of Saipan. We didn't know it at the time, but that is what it turned out to be and Cy Perkins (24) said "Are you standing any duty?" And, I said, "No." Well, it's just day on and day off here in the wartime you know. So he said, "You had better get in the duty section." So, my liberty every day collapsed.

[Sam] What was your specific assignment?

[Bobby] My specific assignment by seniority I should have been Navigator, but Eddie Allen (38), a classmate of mine, had been assistant to Frank Helmer (35) as Navigator on the *Leonard Wood* so they thought with Allen's experience as Navigator on the *Leonard Wood*, they would make him the Navigator and make me First Lieutenant. Well, that was really much better for me because I really learned a lot about the *Leonard Wood*. I knew everything on there and had a lot of problems. Because a lot of people had checked this aviator coming aboard and taking over as First Lieutenant. There were other people who wanted the job and there was a Chief Petty Officer, in the number one group forward that handled the first four hatches when we were unloading and loading for invasions and he really gave me a bad time. I was a Lieutenant Commander and he objected to me. So, I got the number one section out there and I took my collar things off Lieutenant Commander and stuck them in my pocket. And I said "Chief, step up here" and I said, "Now I am going to knock you right flat on your butt." He said, "I am not allowed to fight with an officer." And I said, "Well, you are going to fight with me because the way you have been treating me, that's the only way we are going to settle it." He said, "I won't fight with you." I said, "Okay, as soon as we get to port, you are leaving the ship." So, I went to Cy Perkins (24) and said I want that Chief transferred. So he transferred him as soon as we got to Hawaii I believe it was. There was a fellow named Eisenreich, first class boatswain and I made him head of the section and it turned out great. He was a great kid, he got the Silver Star under combat. He dove over the side to save a Marine Colonel who fell into the water with everything and he was going to go down. And he had a big knife and cut everything off and saved the Colonel's life and they gave him the Silver Star because of his action. So, I spent two years on the *Leonard Wood* and we made invasions of Saipan, Peleliu, Leyte, Luzon and then we had reinforcements at Leyte, Mendora, and Luzon and so we had four initial assaults and three reinforcements on the *Leonard Wood*. And I enjoyed the duty and I did know the ship. Everything about it. It was quite interesting because it was an old passenger ship and to put those 38 boats we had up high, they had to put lead and iron in the bottom and there was six feet of cement, lead and iron in the bottom of the ship, but she was a good old ship. We carried 2,000 combat troops, fully equipped with trucks, assault vehicles, flame throwers, etc. everything they needed to hit the beach we had on the *Leonard Wood*. And in fact, before one invasion, there were some other ships that would not take white phosphorus shells and Perkins (24) talked to me about it. I said "What do we want to do captain?" and he said "They need them at the invasion" he said, "We'll take them." So we were the only ship that would take the white phosphorus shells, they were very tricky. So we took them and got away with it no problem and unloaded them at so many invasions very carefully. In fact, we had blowers on the hold to keep the air moving and the troops would throw their laundry over the side with a line to wash it in the ocean, because there was no fresh water to wash clothes. They would drape it along the side and then they would hang the clothes over the blower. Well then, we weren't getting any air on the white phosphorus shells and I was running around raising hell, screaming and we finally got them to keep off. I said you are going to set this thing on fire here. Cy Perkins (24) was relieved by Paul Cronk. Cy was a good Commanding Officer. A rather interesting thing happened in Eniwetok. I was in there on the way into an invasion and my brother was on a Navy ship and he

was a Lieutenant, J.G. and he was older than me, but he was junior to me, so I sent a message over for him to come over and see his senior brother. Lieutenant Commander Waldron, so he came over to the ship and he met Cy Perkins (24). There was an officer's club there on the beach there and we decided we would meet there at 3:00. Well at 2:00 we got orders to go to the Philippines, so I didn't see my brother again until San Francisco. We never did get to the officer's club. We came into San Francisco and we were getting ready for the invasion of Japan and really had a big overhaul. And really spent millions on the ship and we made one run with some troops after the overhaul, but when we got back to San Francisco, the Japanese had given up. So the invasion of Japan never came about. In the meantime, the war was over, Cronk relieved Perkins (24). Well, maybe the war was still on for a month or two, but I had been Navigator then and when Allen left, I became the Navigator. Then, they pushed me up to Executive Officer. Rather a funny little story about Executive Officer. The fellows used to sit around this big table drinking coffee and I had orders at Executive Officer. And as I walked into the ward room, there were about 30 officers around the table drinking coffee and the guy that didn't see me was sitting there. And they said to him "What do you think of Waldron becoming Executive Officer?" and this guy said that so and so, he's this and that. I was standing right behind him and they are all going like this trying to get him to look around and he just went on the laid me low and I took it all in and when he was finished, I tapped him on the shoulder and said you know, it takes a lot of nerve for a guy to say what he thinks about a guy when the guy is standing right next to him. I said I admire you for it. Well, he got red, white, blue, purple, he was really embarrassed, but from then on, we were pretty good friends. After the war was over, we went on magic carpet and we carried occupation troops out and we brought the heroes back, the fellows that had the points. I was Navigator at that time under Cronk. Maybe I held two jobs, but finally they decided to decommission the *Leonard Wood* in Seattle, and the Commanding Officer was Schmidtman (32) and he had been ordered to the ship to relieve Cronk and he was Commanding Officer, but they had something a big job for him in Washington headquarters so they yanked him off the *Wood* and made me Commanding Officer. So I took the ship up to Seattle as Commanding Officer, Executive Officer and Navigator from San Francisco to Seattle. We had a lot of men who had the point to get out and we didn't have enough men to move the ship. So I had to call the crew together and say look, we have got to get the ship to Seattle. I am asking you fellows to volunteer for one more cruise between San Francisco and Seattle. So the men did and we were able to get the ship to Seattle safely. Then I let as many as I could go and the rest of the men worked on the ship and we were getting ready to turn it over to the Army transport service and we mustered the troops to the pier in downtown Seattle and a fellow came over from the Army transport service and he had the stripes of a Captain and all my crew were lined up and this transport service Captain said "I can't take the ship" and I said "Why not?" and he said "I only have two men besides me and this is a big ship." I said, there was a Navy captain there representing a Navy Admiral and he said "What do you think can I enter." I said "Look these men are about ready to go, they have been good and have been behaving themselves, I can't keep them any longer." I said, "They will just blow, because they have been in the war and they want to get off the ship. A lot of them have points and some of them are going to other ships that don't have the points, I can't hold them any longer." So the Navy captain turned to the transport captain and said "You will have to take over the ship." And he took over the ship with

Bobby Waldron (38)
 Captain, Retired
 Miami, FL
 Tuesday, April 25, 1989

two men and himself and we left the ship. I understand that the crew on the way to San Francisco on the train were kind of violent. They had a lot to drink. Well, I made mistake there, the Navy captain said "How about coming over to see the Navy admiral tomorrow and we would like to recommend you for an award?" Like a fool, I said "Captain Cronk had recommended me for a Legion of Merit and I was satisfied with that." Well, he never did and I never went to the Navy admiral. So, as you know it works out in the service you never get anything. So, from the *Leonard Wood*, I went to Cleveland, Ohio and we were living in hotels there. You couldn't get a place to live after the war, so I asked to come back to aviation. So, I took the flight physical at Sand Point and again at Seattle and got orders at Floyd Bennett Field and the seal is our _____ . And we only had about three aviators, everybody was getting out of the service, but we had Bill Jenkins (42), Art Hesford (30), and myself and a couple of AP's and then later on, we got aviators returning back into the service and we built it up. Then we had the famous flying Rabbi there, Gershowitz, who was stationed there with us at Floyd Bennett Field. So, I was back in aviation and my career went from Floyd Bennett Field to Miami to the Coast Guard Academy where I was navigation, astronomy, and aviation instructor and my boss was Carl Bowman (29). He was head of the department and I sailed on the *Eagle* three times, but even as an aviator, I enjoyed my duty on the *Eagle*.

[Sam] Carl had turned his wings in, hadn't he.

[Bobby] Yes, he was not on active flying duty when he had the *Eagle*. He was a wonderful, canvas sailor man. I don't think there is any better than Carl Bowman. And I really enjoyed sailing with him, but one day on the way to Europe, he said to me "You are going to tack the ship tomorrow." I said, "I don't know how to tack the *Eagle*." He said, "You are a sea-going man aren't you?" and I said "Well, basically, I'm aviator." He said, "Well, you're a sailor aren't you?" I said, "Well, yes, I'm a sailor." He said "Well, you are going to take the ship tomorrow." So I went to the First Lieutenant on the *Eagle* and I said "Write down what I have to say." So he wrote down seven steps. Shift the main boom, shift the rudder and this and that. I got to step number five and Bowman was standing there next to me and he said "You can skip number five." I said, "Captain, you can skip number five, I can't skip number five." So I used seven and we got her through the wind. And I tacked her maybe four or five times. And when we got back to New London, well Bowman said I was a lousy sailor and I looked him in the eye and said Captain, you are looking at the only fellow that always successfully tacked the *Eagle*. He had missed it a couple of times. We were good friends and he took it pretty good. I was a navigator on the long cruise and we would go days with clouds and hard to get a star sight. I would get a couple of star sights on a break in the clouds and I would get a fix. I would say "Well, we got a fix captain" and Captain Bowman would say, "No we're not here, we're over here" and I would say "Captain, I am the Navigator, we are here." He said, "No, I think we're here." So, I would go to the sextant box and get the sextant and put the telescope in and shine it up and I would hand it to Bowman. "If you don't like what I am doing, you do it." The cadets were all watching and they all got a big kick out of it, but Carl and I were good friends. He said, "Well, I guess we are where you say we are." It was good duty at the academy. I was there three years and I went from the academy to Puerto Rico for two years. I asked for a third year and they said they would give

Bobby Waldron (38)
 Captain, Retired
 Miami, FL
 Tuesday, April 25, 1989

it to me and my wife Bo said I was having too good a time and she thought we ought to leave. So, we left and we got orders to Port Angeles. Well, if you have ever been to Port Angeles, the rainy season lasts 350 days and it was cloudy and rainy the day I showed up and it was cold. I went into the ward room and I thought coming from Puerto Rico to this place, but I really liked it.

[Sam] What year was this?

[Bobby] That was 1955. I was there from 1955 to 1957. I was there two years and then I got orders to headquarters.

[Sam] Were you in command?

[Bobby] Well, that is rather a funny story too, because I was Commanding Officer for six months and Oscar Weed came in and he was senior to me and he became Commanding Officer. So then he was Commanding Officer for six months and I was Executive Officer. Then they transferred Oscar to New York in Lloyd Bennett Field and I became Commanding Officer. So I was Commanding Officer, Executive Officer, and Commanding Officer at Port Angeles and that was another good assignment. And then my friend Jimmy Hirshfield (24) was Assistant Commandant and he got me orders into headquarters to relieve R.R. Waesche (36) who was administrative aide to Richmond. So I reported as administrative aide and personal pilot to Admiral Hirshfield (24) and it was a good assignment. We had a Mark 404 to do the administrative flying and flew that for three years. Some interesting things there with that 404. Well, I'll continue here, my duty at headquarters where I was a VIP pilot mostly a personal pilot for Admiral Hirshfield (24) and my co-pilot was a fellow, a very good pilot named Speed Williams, but a couple of interesting things happened. Admiral Richmond called us all into the office one day and said, we are looking for a coach to replace Nitchman at the academy. Frank Leamy (24) was Superintendent at the academy and Nitchman didn't have too good a record. Although, he had an undefeated team when I was there as assistant coach years before. Now he wasn't doing too well and Leamy (24) wanted to get a new coach. Leamy (24) had been stationed in Cleveland, Ohio and he knew Otto Graham quite well. He had talked to Otto Graham and asked if Otto Graham would want to come to the academy as coach and Otto said "Yes." So Admiral Richmond called all of the officers in and he said, "Otto Graham is interested in coming into the Coast Guard and he would like to come in as a rear admiral, but we're not going to do that." But, I said, "I thought we would bring him in as a commander." So, he looked around the room and said "Are there any objections to bringing Otto Graham into the Coast Guard as a commander. And I put up my hand and I was his administrative aide and he said "What do you want to say Waldron?" I said, "Well, I object to making Otto Graham a commander." I said, "It took me eighteen years to make commander and it took Otto Graham 18 seconds, now that doesn't seem right to me." So Admiral Richmond turned to the rest of the officers, and said "Do you agree with Waldron?" They said, "No, lets bring Graham in." And so, we brought Graham in as a commander and, of course, he made captain and retired as a captain. But while I was at headquarters, Admiral Hirshfield (24) had decided that he would like to make

a tour of all of the places in Europe where we had Coast Guard units and surprisingly, we had a lot like the Voice of America down at Rhodes was still there and there were many stations and so on. There was a Dutch life boat that was being built that they wanted to look at. So, we had a four-engine Douglas stationed at Elizabeth City and we laid out where we were going and I think we were going to 12 different countries. Every seat was taken on the plane and in fact, there were a couple of gals in the office that wanted to get to London on the plane, and we didn't have any more room and I was sort of in charge. I said "Sorry, we don't have any more room on the plane." So, we took off from Washington with a regular crew and then I was the extra pilot to do flying at night to give the boys a break. And we were supposed to land at Argentia, Newfoundland where they had a big lobster dinner waiting for us. We were going to arrive about dinner time. Well, the plane captain said it's a very heavy fog in Argentia and I am standing in between the pilot and co-pilot and we go down and get down to 100 feet, and we can't see the runway lights, so we go around and come in again and get down to 100 feet and we can't see the runway lights. So they make a third pass and he goes up and he says what do you think and I said "Well, it must be practically 0,0 down to 100 feet and you can't see the runway lights "What is open?" Well St. Johns, Newfoundland was open, so we never did get that lobster dinner, but we did get into St. Johns, and we were only there for 15 minutes when the fog moved in and we would have had to go back to Maine or Washington or something, but we did get into St. Johns and rather interesting, the Queen of England was there. So they had St. Johns all decorated for her visit and all. So all the people on the plane thought it would be great to go down and see the queen in St. Johns. And I stayed behind, because now we were socked in with fog and we couldn't go anywhere and the plane crew was there with me. They were all downtown and the fog lifted we could now get off. This is now midnight. Well, fortunately, they were in Air Force cars with radios so we were able to reach them downtown, tell them to get back and get their luggage which they had taken to rooms provided by the Air Force. Get their luggage and get back to the plane because we were going to take off. So we took off about midnight for London. Now this is a four-engine Douglas unpressurized from St. Johns to London. It took 14 hours. During the night, I flew the plane. Fourteen hours that's how fast this plane was. The plane only did about 150 knots you know it went pretty fast, not pressurized. So, we got into London okay. Russ Waesche (36) was the Coast Guard representative on the staff in London and he was there to greet us. A lot of nice things happened. Oh, we went to Antwerp, we went to Oslo, we went to Paris, we went to Athens, we went to Turkey, you name it, we were there. Well, we got back to Washington and sighed a relief that we didn't have an engine failure or anything and everything went off pretty well. Captain Dave Reed (33) was waiting for us at the terminal at Washington National and I came out of the plane and he said you're in trouble. I said "What's the matter?" He said, "Drew Pearson is writing up this beautiful trip you made with taxpayers money and all. And the Secretary of the Treasury wants to see Admiral Hirshfield (24) about the trip. Do you want to tell Admiral Hirshfield (24) or shall I." I said "Dave, you better tell him." So he told Admiral Hirshfield (24), "You are being written up by Drew Pearson about this trip and the Secretary of the Treasury wants to see you immediately." And this is 5:00 or 6:00 in the afternoon, so they had a car and Jimmy Hirshfield (24) who had been my Spanish instructor at the academy, he was at the academy from 1934 to 1938 when I was there and for some reason, we hit it off and became very good friends. Even when I was a cadet and through our whole

Bobby Waldron (38)
 Captain, Retired
 Miami, FL
 Tuesday, April 25, 1989

career we were very good friends. And to this day, we still correspond and telephone calls. We were still good friends. So he told me to wait at headquarters for him and I did. And he came back and said "The Secretary wants a complete report of everywhere I went, what I did, why I was there, who I saw." And he said, "Do you have that information?" I said, "I have it all in my briefcase." Because for each place we visit like London, I had a form, who we saw, why we were there and I just filled out the form and put it in my briefcase. "Could you have it ready by tomorrow morning?" I said, "I will have it ready by 8:00." So, I had a wonderful chief there, a yeoman and he stayed with me and we went to work. And about five in the morning, we had it finished. And I must say, it was a beautiful job. It was a bound book with Plexiglas papers and it was all in there and it was really a great job and Hirshfield (24) came in at 8:00 and I put it on his desk and he was really pleased. He took it over to the secretary and everything went okay, except we were written up by all of the newspapers in the United States, Alaska, and Hawaii about this trip and we were on TV about the trip. And one person said, "Captain Waldron, he was on the trip and he was taking care of the dog." And I said, well that's not right, we didn't have the dog with us. The dog was down at the radio station at Washington and the enlisted men there were taking care of the dog. But Jimmy Hirshfield (24) never mentioned that trip until one time I was out in San Diego to see him. He lives in Rancho Santa Fe and he said "Bob, you remember that trip we made to Europe?" and I said, "Admiral, it is the first time you have ever mentioned it. Sure I remember that trip." He is a wonderful man and is still playing golf three times a week. Jimmy is about 86 now. So, at headquarters I was there at three years and I expected to be there four and Hirshfield (24) asked Richmond if he could send me to Naval War College in Richmond. I turned it down and realized later that his personal pilot and aide who later became a commandant at Coast Guard.

[Sam] Siler? (44)

[Bobby] Siler, who was not only a good officer, a wonderful guy and an excellent pilot. He had Siler in mind, and he probably thought well, it wouldn't look too good to send two aviators as aides to Naval War College. So, instead they gave me San Diego which was a big job. The air station, **Point** Port Loma Light, there was a ninety-five footer. And then I was Captain of the Port. Very interesting job. And I remember, I was talking to some Navy people, "Where is the Coast Guard air station" and I said "Well, it is right down on Harbor Drive." "You mean that white hanger there?" I said "Yes." He said, "We thought that was Navy." So the next day, I got the people together and said I want to put on that hanger, "U.S. Coast Guard" in letters six feet high or so. And the next day, we put U.S. Coast Guard on the hanger and from then on, people could see that it was a Coast Guard operation. Many interesting jobs, one that I will be honest, might have had something to do with not making flag rank. I was home on a Sunday night and got a call from the duty officer and he said, "There are two men on a rock down off the coast of Mexico, west of Tijuana and the waves are breaking over them and the only way they can stay on the rock is they are clinging to each other and we want to know what you want to do." I said, "We will send a helicopter down but I said before we go, I got to clear it with the state department." So the head of state department representative in the San Diego area and I called him on a Sunday night and I said I would like you to get clearance. We are going to go right away, but just to make it

Bobby Waldron (38)
Captain, Retired
Miami, FL
Tuesday, April 25, 1989

official for you to get clearance from the Mexicans for us to go down into Mexican waters to get these two men. And he said to me, "What the hell do you mean, calling me on a Sunday night?" I said, "Look, we have got to go and get those two guys. Now, whether you do anything or not, we are going." So I hung up and sent a helicopter down. There was one mech., a pilot. He had to hover facing the beach and all of the people who were on the beach, it was a great swimming beach and all. It was at night. It was about 10:00 or a 11:00 at night. They put their lights on to help the helicopter. Well, the waves were breaking and the mist was coming up on the windshield of the helicopter and the kid was blinded, but he had to hover that way because of the wind direction, so he couldn't see his own instruments hovering. And then the mech. would say this way and this way and finally get the sling down and pick one man up and saved the two men and I recommended the pilot and mech. for air medal. Really he should have got distinguished flying cross, but that is pretty hard to get in the Coast Guard. So they did get the air medal. Well a man with the State Department, I don't remember his name wrote a letter to the district commander complaining about me going into Mexican waters without proper permission. The district commander was Admiral Sprow (31) and I explained my side of the story and that seemed to settle it, but I never got a chance to put in writing what actually happened. I saved two men's' lives, but I ordered the helicopter down. The State Department guy said I called him a few unmentionable names, maybe I did I don't remember that, but a letter like that can hurt you. Well, I had a good tour of duty at San Diego and got orders to Cleveland, Ohio as chief of operations. The district commander was George Miller (29). Well, George was going to be relieved by Chet Bender (36). And Bender was there and George was hot under the collar because across from the football stadium they had an officer's club. And on Sunday, when the football games that's when Brown was playing for the Cleveland Browns. And they had a good football team. All of the Coast Guard friends would come over to the officer's club and have a few drinks and then go to the game. And after the game, because the traffic was so bad, they would go back over and spend an hour and let the traffic go. Well the newspapers got wind of it. See bars weren't allowed open on Sunday in Ohio. So they called George Miller and wondered why he had this bar open. And George said, "You know how the traffic is around here, you need a few belts." And they jumped on him and he and the paper were like this when George was being retired, but he was really furious about it. I don't blame him, but I learned my lesson later on, you don't tangle with the newspapers, you get along with them. So George was relieved by Bender. The only thing I can remember about my tour with Bender. I was chief of operations of all the ore boats coming across the locks at the Sault, Bender wanted to tell the operators of the ore ships, how much draft they could use. And I said, "Admiral, they aren't going to like this." I said, "Two inches of ore, over a period of a season means a lot of money to them. If you cut their draft by two inches you're in trouble." He said, "Well, I still want you to go up and talk to the engineer at the Sault," they ran the locks and it was winter. It was 40 below or something. I said, "Well, the Coast Guard district commander had this idea of establishing a draft of the ships what we call over the sill, going into the locks." And he looked at me and said, "You're kidding. Do you know what it means for an inch or two of ore on these ships?" I said, "Well I thought the same thing, but I'm working for Admiral Bender." He said, "No way." So, I went back and told Bender, I said "The guy laughed at me" so I don't recommend it. Well, we never did anything about it. So Bender was there a year and he was relieved by Admiral Smith (33). Well apparently

Bobby Waldron (38)
 Captain, Retired
 Miami, FL
 Tuesday, April 25, 1989

what was happening is that Admiral Smith had been at the academy. So they shifted jobs, Bender went to the academy and Smith came to the district. Wonderful guy, Willard Smith. When you look back on it, probably what happened was that they thought that Willard Smith could become commandant should have some district experience. So they brought him into Cleveland and he was there a year and Eddie Roland (29) was Commandant, a very good friend because he coached me in three sports and we were always good friends. So when Eddie Roland made Commandant, Richmond had picked I.J. Stevens (33) to become Commandant. I was there, the papers went over to the secretary and somebody in the Coast Guard got to the Secretary and said "Stevens is too young to become Commandant at this time. He will get it four years from now." I think I know who did this to Stevens, but I would never say. I think it was a Coast Guard captain incidentally who did it. So Stevens didn't make commandant even though Richmond had picked him and Stevens was an outstanding officer. So Roland became commandant. Well four years later, Willard Smith made commandant and Stevens immediately put in for retirement and he was on his way to California, when the County manager offered him the job as port director, so he came down as port director in 1966. I was still in active duty as chief of staff in Cleveland. Well, the first selection board for myself came out and they picked some very good classmates of mine. A rear admiral, I didn't make it. They picked the Engel twins, Sargent, Allen, and Tex Williams. The five in the class. I always thought they would pick Dutch Houtsma. He was an outstanding engineer and, in fact, he was one of the brightest engineers in the Coast Guard. Dutch later wrote to me and he said I guess if we were twins, we would have made it. Of course, when you look at it, like Allen and the Engels, and Sargent, Williams and so on. They didn't pick themselves, they were picked by Boards. So Stevens came down here. Then there was a second Board. Ted Fabik (32) was the President and R.R. Waesche (36) was on it. Well, they were both good friends of mine. I thought, well now I have a chance to make it. Jimmy Hirshfield (24) was president of the Lake Carriers Association and I used to go over and see them a lot. And I went over to have dinner with them one night, Jim and Marge were sitting ~~there~~ ^{there} very quietly. They said, "I guess you don't know the results of the second board." I said, "I do now." But I hadn't made it. So Jimmy said, "What do you think you are going to do?" I said "Well, I think I'll quit if the Coast Guard doesn't want me anymore" which was a mistake. I'm sorry I ever did that, but the district commander was a classmate of yours Charlie Tighe (35). What we had were three district commanders in three years. We have Bender, Smith and Tighe. It was rather odd and Hirshfield (24) said, well the district commander was either going to be Tighe or R.R. Waesche (36). Well, I really didn't get along too well with Tighe. For some reason he didn't think much of me. So I regretted and have regretted since that I had one year to go and hell, the Coast Guard was my life. I should have stayed that extra year, but I made my decision to get out and I didn't know what I was going to do and Stevens was down here, so I called him. I said, "Are you looking for somebody" and he said, "Yes, I am." I said, "Well, I would be interested in coming down there. He said, "How much money do you want?" I said, "I've been in the Coast Guard all my life, I don't know what I'm worth." He said, "Would you take \$10,000?" I said, "No, I could stay in Cleveland and make more than that." So he said, "Well, lets see what I can get you." He called me back in a day or so and said "Well, I can get you \$14,000 to start." I said, "Well, that's good enough, along with my retirement pay."

[Sam] That was pretty good pay at the time.

[Bobby] Then I took the physical and found out that I was diabetic. Not seriously so, I can control it by weight control and stay away from the red meat and I did just the opposite. So, I came down to Miami and it was not too good. We had the old port and the new port and again, my typical in the *Leonard Wood*. Here comes this Coast Guard officer into the port. We got along without this Coast Guard officer before and now the two top guys are Stevens and myself. So we had a tough road to convince these guys that we were all right. We were going to do a job, but one guy got up, one of the fellows that had been on the port for years and he got up and said "We got along good without you two guys and now you are on the port. I said, "Well, McCoy, from now on I'm not going to ask you to do something, I'm going to tell you." We became very good friends. I mean very close friends, but it was tough and we had a cruise ship coming in and we had a pier to fix up and that is when I really won a lot of friends. I fitted the ship in, I fitted the gangway in, I painted the place. One of the men, the name Sam Livertz with the port said, "I could see that you really knew what you were doing." From then on, I started getting in better with the men. So, Stevens was trying to get the cruise ships in and he was doing the promoting. He would go to New York and talk to people about bringing cruise ships in. He had no expense account. The Port Director had no expense account, except they would buy his plane ticket and his hotel, but if he took somebody to lunch, he paid it. He not only did this, but he went to Norway and convinced the big ship operator to bring in a ship called the *Sunward One*. And he, along with a fellow named Ted Harrison convinced Closter [phonetic] to bring the *Sunward* in and that started the flow of the cruise ships which makes the biggest cruise port in the world. Ted Harrison came into Miami about the same time about 1966 from Israel with \$300 in his pocket. Harrison, who worked with Steve, is now the biggest cruise operator in the world and he is a billionaire. In 1966, he had \$300 in his pocket. He operates the most cruise ships of anybody in the world – Ted Harrison. He owns part of the Miami Heat basketball team. He owns a couple of bank and he is a very successful man, but he and Stevens were good friends. Stevens really got the port going and he did all the promoting. I guess I more or less ran the day-to-day operations. We got along fine. He only stayed six years. I could never understand after six years when he really got the port going, why he didn't stay. Well I can figure out now that his health wasn't too good. He was a sick man and he wouldn't tell anybody, including his wife. She didn't know he was sick. But I spotted it on the golf course. He would perspire and would get pale and he would pop some pills. There was something wrong with him. He probably needed open heart surgery. I guess he wouldn't have it. So after six years, he left and turned the port over to me – convinced the county manager that I should become port manager. So I stayed five years and my health went pretty bad. And I believed I would either be a dead port director or retired alive. And so, I left the port after 11 years of which I was port director about 5 to 6 years. And again, we were moving along bringing more cruise ships in. Now it is as I said very successful not only in cruises, but also cargo. It has more exports than imports which is a good balance of trade for that little port in Miami. So, on retiring from the port, after a couple of weeks, I got tired of sitting around so a friend of mine had a travel agency and he made me vice president. It really isn't much, except I did make a lot of money in the travel business, especially in cruises. Just about a

Bobby Waldron (38)
Captain, Retired
Miami, FL
Tuesday, April 25, 1989

year ago, they sold the travel agency, so I retired again and so now I am completely retired. That about sums it up.

[Sam] That is a very interesting account of a career, of a second career, and a third career. While you were talking this last few minutes, I was thinking how it parallels another officer's experience -- Bill Harned (33).

[Bobby] Well, let me cut in on you. I saw Bill a week ago Sunday at this brunch I went to and Bill was there with his very charming and beautiful wife, who used to be in the Coast Guard. And Bill wanted to see me and I spotted him and went over to see him and he looked great except he is moving a little slow. Of course, he had open heart surgery and he had a stroke during the open heart surgery. And so, we were talking about medicines and so on and he said, he wanted to see me because George Miller had seen him in Naples and he said, "Be sure to look up Waldron." Because George had called me one night and he said, "The next time I have a brunch, I will come over. So I said to Bo, "Well, if the Millers come over, we will invite them to spend the night here, but they didn't. He just sent word via the Harned's that he didn't want to come over for some reason, but he did send word over via Bill Harned.

[Sam] Bill was on tape yesterday morning and George Miller yesterday afternoon. So, Bobby, I want to thank you for your resume. Very interesting.

[Bobby] You know, you can slough off the fact that you wanted to become a Rear Admiral of the Coast Guard. The problem is, though, as a Rear Admiral of the Coast Guard you never know if you did wrong in not making it. The other tough thing was that everybody told me that I was going to make it. I had the career and all and had the jobs, but somewhere there must have been something there that I didn't make it. That has always hurt me a great deal.

[Sam] I'll turn this one off.