

**Interviewee: Kenneth Taylor**

**Interviewer: William Francis**

**Date: 03.08.2010**

Interviewer: This is William Francis talking to Kenneth Taylor on the 3<sup>rd</sup> of August 2010. So – so where were you when the war started?

Kenneth: I'd just left school.

Interviewer: And whereabouts were you living?

Kenneth: In – at that time in St Peters.

Interviewer: So who were you living with during –?

Kenneth: Oh, my mother – just my mother and my brother and my sister.

Interviewer: What kind of experiences did you have during the war?

Kenneth: Well, just a general, you know, wondering what was gonna happen and everything else and knowing what the First World War was like it was just wondering what the was going to happen this time. And then as they – cos they all dished us out with gas masks and ration cards and everything else that as such which [laughs].

Interviewer: So what – what are your main memories of the war prior to you joining – volunteering for the war?

Kenneth: Well, just there being caught a couple of times when – when the local bombs dropped in different places in Broadstairs and, of course, the dogfights and the Battle of Britain with all the aircraft over the top.

Interviewer: So what specific memories do you have of air raids, like, near misses, houses being bombed?

Kenneth: Oh, well, I had a near miss cos I said I worked in a shop before I joined the Fire Service and the governor of the shop who called away to Cranbrook where his wife and children were evacuated and, of course, he was away so we decided to shut all the – the shop manager decided to shut the shop early. And, of course, we'd just both come out of the shop front and about five minutes after we left they were – the bomb dropped directly on the cinema opposite the shop. And, of course, that went up and where I lived in Church Street there was an old bomb dropped two hundred yards away and that wiped out two houses there.

Interviewer: So what are your memories do you have of air raid shelters? What kind of air raid shelter were you using?

Kenneth: Well, we had one of the air raid shelters that, do you know, dug a whole down. One of the original – what they called them? Morrison shelters and that was at the top of the garden with sandbags in the front and the room, I suppose, was about eight foot by about six foot, I suppose, the actual size of it inside. Enough to get about five or six people in.

Interviewer: And what were the consequences of air raids in this area would you say? On housing, schooling?

Kenneth: Oh, it was a bit – oh, yeah, we had plenty of those. As a matter of fact, I think, if I remember rightly, the very first person first killed in Broadstairs was a young chap about nineteen/twenty. He was a gardener at which is now the Technical College.

Interviewer: So how did you feel in anticipation of raids and during the raids?

Kenneth: Well, it was just as the siren went and you didn't know what was going to happen. Sometimes there were false alarms.

Interviewer: And what was the feeling like when you – when after the raids when you surfaced?

Kenneth: Oh, it just basically everything all going back to normal. Over, I mean, over a lot of the time you get a night's sleep that you don't – you didn't get wake up again.

Interviewer: So before you joined the Royal Marines, you supported the war effort in a way by joining the AFS. What was your time like in the AFS? What were your daily duties?

Kenneth: Oh, was just daily duties, it was just going from fire station to fire station, taking messages and then following the fire engine down behind when it was called out because you had to get a message back to the fire station if there was one that would want to go to get back to 'em.

Interviewer: So once you'd – what made you volunteer for the Royal Marines?

Kenneth: Well, all the other messenger boys had got called up when they was old enough and one or two had already decided that they would do their effort and I thought, well, I just will do the same as the rest of 'em.

Interviewer: So how old were you when you – when you volunteered for the Royal Marines?

Kenneth: [Unclear] when I first served something with seventeen, I think. But I'd actually joined up I was at – when I got to Chatham, I think, was seventeen – I have to take my glasses now. Seventeen and a quarter.

Interviewer: And what experience of training had you received before you went into active service?

Kenneth: Oh, we'd done full training at Chatham Royal Marine Barracks. All the [unclear] and all army drill on the barrack square. Then you had to go a gunnery course<sup>1</sup> and do seamanship for knots and things like that. We got sent, a lot of people don't realise, you know, that there was a Sea Service for Marines, the ordinary Marines, and Royal Marine Commandos so I went in the Sea Service Marine. So you had to learn to be on the ship and then I did ship duties as well as the ordinary army duties.

Interviewer: Where were you posted? What ship were you posted on and where – what places did your visit during the war? What – I say visit, what places did you patrol?

Kenneth: Oh, we were – the first day we left the barracks where we all passed out we went to Chatham Dockyard itself and the whole ship, well, with the Royal Marines Master because it's not too far from the Royal Marines barracks down to the barracks and the HMS Pembroke which is a Naval barracks on the other side, we all got into one train at the dockyard. The whole ship's company was – the advance guard had already gone and we all went up by train straight from Chatham up to John Bell's dockyard in Glasgow, where we joined the ship. They'd just come back from the Mediterranean, had a re-fit so, of course, as soon as that was finished we had to go out on sea trials. After that we took part with the home fleet all up round the North Sea looking for mine-laying ships and things like that and escorted an aircraft carrier so we were flying planes off. Then after we came back from there we went to Rosyth Dockyard, had a quick re-fit, small re-fit, there and then went round to Liverpool picked up the Duke and Duchess of Gloucester at Liverpool and escorted the SS Rimutaka out to Ceylon where the New Zealand and Australian Navy took over from us there. We stayed there and joined with the East Indies fleet and they carried on to Australia, so at that time we stayed with the East Indies fleet until the British Pacific fleet was formed the following – the following year or sort of thing.

Interviewer: What specific memories do you have of your experience in the Royal Marines?

Kenneth: Well, I suppose, that most of the time it's just, you know, general duties and started off onboard ship and [unclear] magazine and worked me way right through to the fuze setter on the gun and [unclear] unit and then got called in front of, say, [unclear] the Lieutenant Commander and said, 'I understand you've done aircraft recognition and you've got ninety-eight hour hundred and so from there on you're on the bridge as a look-out'. There was four sailors either side and they used to shout out the bearings and I had a big pair of binoculars which was called the captain's EBI, Evershed's Bearing Indicator. They'd picked up – could pick anything up to about twenty-five miles away and, of course, our ship for a lot of the time was used as a picket ship and we were sent out away from the main fleet, could be thirteen, fifteen, thirty miles away so that all the planes had to come over us first before they got to the main fleet.

Interviewer: So where – where were you posted? What areas did you mainly sail around and protect?

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<sup>1</sup> 5 min

Kenneth: Well, Indian Ocean mostly cos I said we was looking after the aircraft carriers and at that time they was doing sorties on Sakishima group of islands, Sumatra and the oil refineries at Palembang. Bombing them to stop the Japanese having all the petrol and I said, we going to a tour like from Trincomalee, which was the naval base at Ceylon at that time, and we went out to the East Indies – to the Pacific. Then, of course, after that we used all up round the Pacific Islands, Ulithi, Caroline Islands, Manus. Then I said, we took part with the re-occupation of Okinawa. Re-entered Hong Kong when it was re-occupied then after the Japanese finished, packed in. We were also off the Japanese coast when the atom bombs dropped. We also took part<sup>2</sup> of the shelling of the mainland of Japan.

Interviewer: So what – when you helping re-occupy, was it Hong Kong and –?

Kenneth: Hong Kong.

Interviewer: And you shelled another place?

Kenneth: Oh, then we went up round into Shanghai after that.

Interviewer: Right.

Kenneth: And also we went down to Tonga and Suva and, oh, I should [unclear], oh, another place down – South Borneo.

Interviewer: So onboard your ship HMS Euryalus what – what was daily life like?

Kenneth: Well, it was just general duties, you know. You lined up at breakfast and, well, one of the mess men – mess chaps used to go and get the meal cos there was used to be fifteen of us on one table. They usually went up to the galley and bring all the meals back and then it was dished out on the table by the mess person of the day, you know, for all the meals. Of course, other times you had your own duties, cleaning out the gun turret. A lot of my time I was on working for – on the Damage Control.

Interviewer: And what did that involve?

Kenneth: Well, that entailed – because a lot of people know when they look round a navy ships you've got doors with yellow on them, some were blue, some were green and some were red. They all have to have two clips or three clips or some doors could be left open all the time but if there was a door or a hatch that was supposed to be shield all the time you couldn't open that unless you went to Damage Control. You had to say which one you wanted and then you were issued with a plate on a chain that you had to sign for it so then you went and done the work you had to or whoever was doing it and then my job then was make sure they were shut and the plate would go back and been signed back

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<sup>2</sup> 10 min

in. And, of course, on top of that I looked after three officers. So there was cleaning the officers cabin and we used to serve meals to the officers in the wardroom as – as stewards.

Interviewer: So once, eh, HMS Euryalus reached Hong Kong – was it Hong Kong?

Kenneth: Hong Kong, we first get to.

Interviewer: And what – when you went to shore, what was – what was the mood like? What – how were you received?

Kenneth: Well, we was received alright because when we first went in we didn't know what was happening because there was the minesweepers went in first. They was followed by three destroyers and then there was HMS Swiftsure, Euryalus, then the Prince Robert which was a Canadian troops ship. Then the aircraft carrier and then, of course, soon after that, a couple of days, we went ashore to the dockyard to do patrols actually in Hong Kong itself.

Interviewer: And what – what kind of patrols? What did you do on your patrols around Hong Kong?

Kenneth: Well, it was to – it was to make sure there was nobody on the streets mainly because there was curfew patrols. And by that time, you had the rest of the Japanese that was left there. They'd all been shipped across to the main land on the other side of Hong Kong Harbour to Kowloon.

Interviewer: What kind of encounters did you have with the Japanese?

Kenneth: Oh, only saw a couple of them and that was it. Didn't have a lot of contact with them at all. Mainly, I said, one of our jobs was to get the internees out of the prison camp.

Interviewer: And how – how was that? How was –?

Kenneth: Well, I said, we got those out to get them back to one of the ships to set them down to repatriation in Australia. Of course, we didn't know we thought we're trying to help them out and cooked eggs and bacon for them and, of course, them living off seaweed and fish and rice for three and a half years, this time they just couldn't eat it. But there's just one of those things you didn't think of at the time, you was just sort of trying to help them out.

Interviewer: Whilst onboard the ship how – did you have any encounters with the enemy then or were you attacked?

Kenneth: Oh, yes, well, not actually us attacked but, I suppose, you could say we were because there was the kamikaze suicide air raids, you know, when they just put the plane down, don't worry about dropping bombs and one of the aircraft carriers that did get hit. And we had to fire a light across over to it.<sup>3</sup> Put up the jackstay and we transferred all the bombs of her on to our quarter deck which had to be shored up for the weight and whizzing round them for two or three days until we went along side

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<sup>3</sup> 15 min

another aircraft carrier and to transfer her onto that. We said at the time, you know, if the kamikazes did us with all – with all that lot on, especially being on the Corvette with the after-guns and the magazine underneath [laughs] we wouldn't have been here today.

Interviewer: So what was the – what was the mood like once the aircraft carrier had been attacked? Was – was morale –?

Kenneth: Well, but you didn't have time to think. All you do is close up your action station and that was it. You knew one had got hit because it was normally given out over the speaker or the next time it was [unclear] or as soon as he was cleared, you know, stand down sort of thing. You probably could see the smoke or anything from the aircraft carrier which had got hit. I mean, it was two or three of them actually got hit, at different times. I know one – I met two or three of them in one day. But fortunately our aircraft carrier didn't suffer so much as the Americans cos the Americans had wooden flight decks and the ones they hit there were petrol and they caught light whereas ours was three inches of iron plate and if the flight deck was just sort of got a bit bent and bulge in it they just welded a steel plate over the top of it and in two hours the plates were taken off again.

Interviewer: What kind of encounters did you have with allied forces?

Kenneth: Always with the American Fleet most of the time cos we were with the American 3rd Fleet under Admiral Halsey and the 5th Fleet under Admiral Nimitz and that was – that was classed at that time taskforce 58 and taskforce 37 and then we've had to go and join up with another load another time and that was for the re-occupation of Okinawa which we took part and helping bombard and ack-ack for the aircraft.

Interviewer: So what – what other kind of duties did you have in the Pacific whilst onboard HMS Euryalus?

Kenneth: On the what?

Interviewer: What other duties did you have you have in the Pacific?

Kenneth: Oh, that was only – most of the time it was just, you know, sort of looking after aircraft guns. We were just steaming up and down, up and down and going to the small islands making sure that the runways on them, which the Japanese were using, very often they were shelled just to make holes in the runway to stop them. And that was the main thing going round as I said at one time we done about forty-nine days at sea without seeing any land at all and everything had to come onboard by supply ships, letters and mail and food, re-ammunition ship, even oil up at sea was done by going alongside the old tankers.

Interviewer: How did you feel whilst being away with the Royal Marines?

Kenneth: Well, just had to make the most of it. There's nothing you can do about it. You volunteered and joined up and all you was looking forward to was to get it finished and get back home again.

Interviewer: What kind of contact did you have with your family?

Kenneth: Oh, we wrote to each other, you know, as often as we could and then sometimes you might go a fortnight without any letters being picked up. Then the supply ship would come along and the mail was put in mailbags and sent over and all the mail which had been sent from England was sent to Australia and then it was sent by, from Australia, by the fleet train which was all these different types of ships for ammunition and oil. It was called the fleet train and then the mail would come on and then you go get your letters and sit down, have a read and then answer them.

Interviewer: What kind of impact did being in the armed forces have on relations – family relationships on home and also with other friends?

Kenneth: Oh, I made plenty of friends onboard ship and family, well, they just had to get used to it us being away until we got back home again. There's nothing we could do about it but I know while I was in Hong Kong I was courting at the time when I was doing me training and I said – I wrote<sup>4</sup> a letter to me mother and said, you know, would you take – get a ring and take it over to Vera, that was the girl I was courting, on Boxing day and to get engaged and I said – I hadn't even asked her. Mum took her ring over and that was it. So that was done from long distance Hong Kong as a proposal [laughs].

Interviewer: So did you – did you hear much about the war in Europe, how that was going?

Kenneth: Oh, yes, cos we used to get the newspapers sometimes and there was no one in it [unclear] and have it picked up from somebody and you might even get another rating from another ship transferred over. Oh, of course, he used to bring news as well. So things, you know, used to – news just used to get around.

Interviewer: How did you feel about the war going on in Europe? Was it –?

Kenneth: We never thought – no – nobody ever thought it was going to [unclear].

Interviewer: Was it a different kind of war to what you was fighting out in the Pacific? Was it almost like two different wars?

Kenneth: Well, yeah. Well, it must have been because ours – ours was all at sea whereas England was across to France and France and Italy and all that was nearly all done by land. But, I said, ours was at sea all the time.

Interviewer: So when the Japanese surrendered and the allied forces were victorious how was the feeling then?

Kenneth: Well, everybody was glad it was all over. Everybody was looking then to see, you know, what their demob number was and how long it was going to be before we got to be placed onboard

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<sup>4</sup> 20 min

ship to get off a ship to get on to another one to come home. Everybody was looking forward to that then.

Interviewer: Prior to victory in Japan the atom bomb was dropped. Where were you?

Kenneth: Well, we was of the southeast coast of Japan at the time when the atom bombs dropped. That was put over the loud-speaker in the night time or early morning rather, cos the first was one was, if I remember right, it was three minutes past eight in the morning and it was just put over by the captain here that an atom bomb had just been dropped on Japan.

Interviewer: What was the reaction like onboard? Did anyone realised what had happened?

Kenneth: Well, no. They wondered what in the world was happening. I mean we'd heard of the atom, especially in the aftermath of the development of an atom bomb but nobody ever thought it was gonna be one dropped.

Interviewer: So when the second atom bomb was dropped, how was the feeling then? Did people realise it was coming to a close or –?

Kenneth: Well, we more or less guessed then after that. But I think, well, my own opinion and a lot of other people they were almost ready to sort of give in before then but there was only the big noises that Japan like – I suppose you call them warlords, you know, troops who looked after the Hirohito but I think the majority of Japanese themselves, who, well, we know was glad it was all over.

Interviewer: So at what point were you shelling the Japanese mainland? Was this prior to the atom bomb or?

Kenneth: Yeah, prior to the atom bomb. Yeah, that was prior to the atom bomb.

Interviewer: And what was the purpose of that mission?

Kenneth: Well, it was just to – their idea of a bit of a damage, I suppose.

Interviewer: Was it almost like a kind of a blitz of Japan?

Kenneth: Well, yeah, there was an American fleet as well. We just went up and turned sort of broadside on and over and up ourselves by night time, I've got it written down in one of the books the actual place we where – I think it was Honshu or somewhere like that, the south islands. But it's just one of those things you had to do, it was your job while you were onboard ship and that was it.

Interviewer: Once you were demobbed how – how was it adjusting back to life in – in Broadstairs?

Kenneth: Well, it was quite different because, I mean, there was no sort of do this and do that and you had no sort of, what shall I say, discipline. If you wanted to lie in bed or not go work or not do anything but you could. It took quite some time, you know, to realise that you wanted to sort of back in call and



you got to do this and you got to do that.<sup>5</sup> So, I said, it was alright when you first came home but then after a few weeks you sort of got fed up with nothing to do. So actually I started looking round and I started work, I think, was about a month before I was actually – the date of the demob was finished. I couldn't stand, you know, the rest of the time cos I think I would [unclear] time August, yeah, August till October. End of August so there was September, nearly two months leave I had but eight weeks doing next to nothing and you got to be fed up [laughs].

Interviewer: So what – what change as a result around this area would you say in terms of housing and transport, schooling? What was it around here?

Kenneth: Well, it wasn't till well after the war that they started building new schools. Then, of course, they started the new housing – housing estates. I mean that was one of the first jobs I had cos me brother got me a job on the Ramsgate Builders and the first place I got to work was on one of these big new house estates which was called, Newington Estate. Because a lot of people don't even realise that although it is always known as Newington Estate that wasn't the original name it was gonna be cos the original it was gonna be was Empire Estate. Cos if you know the Newington itself and if you look at the names of all the roads up there such as Melbourne Avenue, Quetta Road, Stirling Road, you'll find a Colombo Square, Melbourne Avenue, you'll find that they're all named, except one road which was Princess Margaret's Avenue, but all the rest of the roads are all named after places in the Empire.

Interviewer: Ah, I didn't know that. So what kind of specific experiences did you take away from your time in the Royal Marines?

Kenneth: Oh, you know, vast experience. Being from home and knowing how to look after yourself, do your own washing, do your own mending, keep your gear clean and running inshore and behaving yourself cos if you didn't, well, you'd know where you'd finish up. I might say there were quite a few of those finished up cos one of the jobs I had as a Royal Marine onboard ship was cells entry (??).

Interviewer: And what was that?

Kenneth: Looking after the two cells right up forward over the anchor cable locker where the busy body (??) put in what they called jankers was put in there. Might get seven days in there, might be ten days, it might be a fortnight.

Interviewer: So what would someone have to do to be put in there?

Kenneth: Oh, you could be arrested or brought back from shore drunk and disorderly. Not turning up for your duties, you decided over-lay and not turn in so you was classed as absent without leave so then you had go before your own division offer and go before either the Lieutenant Commander or the Captain for your punishment. Of course, I used to feel sorry for them because their main job when

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<sup>5</sup> 25 min

they were in the cells, they used to be issued with short pieces of tarred rope about a foot long and they used to have to unpick this rope and shred it all so it was like cotton wool. Then that was weighed and put in the bin for corking any joints if you sprang a leak. I'll tell you, when you see some of their fingers after trying to pick that. Their fingers were absolutely red raw and bleeding and, of course, most of the time they was only on biscuits and water or biscuits and tea so if it was somebody we knew we used to let one of their mates bring them up a dinner. So as long as someone kept an eye open make sure there was no officer on watch about. So I know it's one of these things we shouldn't have done but we used to.

Interviewer: So when you left the Royal Marines, what – did people stay in contact? Did you form camaraderie with everyone else?

Kenneth: Well, I kept in touch with two or three of them.<sup>6</sup> Then, of course, I think it was 19 – 1988, when they actually formed the Ships Companies Association and then after a while I decided I'd joined that and I kept in touch and I still keep in touch with one or two of them still, you know, while they're still about now. Although there's not many left of us now, out of the original Royal Marines that joined, I think there's only about four possibly five of us left.

Interviewer: So do you feel in this – in this year of like the seventieth anniversary of the Battle of Britain and the seventieth anniversary of Dunkirk, do you feel the efforts in the Pacific have been forgotten in Britain?

Kenneth: Well, I do to be – as I said, they did do a supplement in the Navy News fifty-five years afterwards and it was classed and called the Forgotten Fleet. Because all over – war in Europe had finished and you had the anniversaries like this year, Dunkirk, the Battle of Britain and all the other bits and pieces related to war in Europe. VJ-Day which is August the 15<sup>th</sup> is not even mentioned in this month's Navy News at the moment. But I said, unfortunately, I said, the – we used to have a turn to do it in Margate every year, but, of course, now there's everybody getting on a bit now and there's not many of us left so we don't even have a service over there now on the 15<sup>th</sup>.

Interviewer: Would you say that's because of the press's emphasis on the war in Europe other than the war in –?

Kenneth: No, it's just that, I think it's a case of age. I mean, it's like all the people that used to go back to, well, Dunkirk and VE-Day, they're all getting on a bit now and, you know, they're too old to travel to put it bluntly. I mean, I did have the chance of going back with the lottery, back to Hong Kong and Shanghai but unfortunately with my health I wouldn't have been allowed to fly anyway. So, but I would have liked to have gone, one of my other mates went. But it's just one of those things.

Interviewer: So looking back on your experiences now in the Royal Marines and – and living through the war, how do you view it? How's your perception of the Second World War?

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<sup>6</sup> 30 min

Kenneth: Well, I don't know which way to put that because there was not much we could have done about it. I mean, if we hadn't gone in to it Germany would have just taken over everything as they did right from the start when they invaded Czechoslovakia and Poland and then into France. I mean, far as [unclear] same as me-self and me son, eh, the only reason I think France gave in because they didn't want Paris and Arc de Triomphe and everything else, you know, knocked down, which it would have been, you know, by the Germans if they hadn't surrendered. No, it's just one of those things that how you look back on it and you never forget your experiences. I mean, I was talking to someone the other day, I can still remember me service number. I still remember me Fire Brigade number. I still even remember me rifle number because it's one of those things that are planted in your – during your service time and it's something you don't forget.

Interviewer: So – so you – would you say that – that being in Marines has had a big impact on your life in –?

Kenneth: Well, I suppose, it did in a way. I mean, service life for a start and funnily enough all my four children they all made up their mind when they was at school that they always, all of them, wanted to join the Navy. I said, one done twenty-five years in the Navy, one done thirteen, the youngest boy done seven and the daughter done four years in the WRNS. A matter of fact, the eldest one, now, came out as a Chief Petty Officer, he is now the town constable of Broadstairs. He drives the Mayor around.

[Recorder paused]

Kenneth: When we went to Sidney one turn we'd just turned her up to Brisbane<sup>7</sup> and we went on the Hamilton River and hence (??) the ships navigator, he went a bit to one side and he damaged the ships log underneath so we had to go in to Sidney and go into dry dock there in the Cockatoo, Cockatoo Island, they called it. The ship had to go in dry dock to get repaired so while we was there they granted us ten days leave.

Interviewer: And what did you do on those ten days?

Kenneth: Oh, well, we had the choice, we could either stop in Sidney, we could go to a town or we could go out in the country. Funnily enough, a chap that I knew in the Fire Brigade at Margate both of us together decided we go together and we went to a little town called Lismore which was about six hundred miles from Sidney and we left at four o'clock in the afternoon but we didn't get there until ten o'clock the next morning. At that time the Australian trains were wooden seats, like cattle trucks, and no glass in the windows. But we had a nice ten days there, the people had a car and they got petrol coupons, they scrounged around from their friends that had a daughter and the daughter had a friend. So we made up a foursome and we used to go out in the car, used to go to the beach etc. and finished up the chap in the Navy he got engaged at Brisbane next time we went there and came home and he got demobbed and he went back out there and got married out there.

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Interviewer: How were you received by the Australians when you were there?

Kenneth: Oh, very well. Oh, yes, please [unclear]. I mean, I had only just gone ashore, been there a couple of hours I suppose and somebody come up and spoke to me, 'Just come in', I said, 'Yes', and originally they came from Broads – England and they invited us up for Sunday dinner. Told us where to catch the ferry from cos Australia harbour is quite a large size and you got little islands and different places so you get a ferry at Woolamaloo. Every ferries had little bays and you get them and then you just go to where you got to go to. I said we were invited there, oh, another instance too. An uncle of mine that lived at Margate, after I joined up, he did turn around and say if you ever get to Australia, get to Sidney, there's a town outside Sidney, called Parramatta. He said, 'Me cousin went out there after the First World War, he's still out there because we get a letter from him occasionally. So if you ever get the chance perhaps you want to go out and find him and look him up'. Funnily enough, and another Royal Marine and me-self, one Sunday morning we went to Sydney Railway Station got the train to this place called Parramatta. Asked a couple of people if they knew where this – cos we knew that they had got a grocery shop come post office at this little town and they directed us to it and we went there and I found me uncle's cousin and we stayed for dinner that day. That made dinner quite a bit back to home. Of course, the next time I wrote and told my uncle that, yes, I looked up his cousin and we had dinner and everything else they had. He made quite a, you know, quite a do that did [laughs].

Interviewer: Well, thank you very much.

Kenneth: That's it.

Interviewer: Pleasure talking to.

Kenneth: Right [laughs].

**End of Interview.**