

Interviewee: Norman "Bud" Arcement

Interviewer: Thomas Saylor

Date: 12 September 2001

Location: Arcement home in May Township, Washington County, MN

Transcribed by: Dan Borkenhagen, June 2002

Edited by: Thomas Saylor, August 2002

Norman "Bud" Arcement was born 16 November 1922 in Raceland, Louisiana. After leaving school in 1936, he lived in the New Orleans area, working at several sugar refineries. In November 1942 he joined the US Navy and was sent to San Diego, California, for Basic Training, and in early 1943 to Minneapolis, Minnesota, for advanced training as an electrician. At the conclusion of electrician school Bud volunteered for the submarine service and in November 1943 was sent to New London, Connecticut, for this training. Here Bud joined the crew of a new submarine, the USS *Pampanito* (SS-383), and spent the next two months on sea trials and training exercises in the Atlantic.

The *Pampanito* left Portsmouth, New Hampshire, sailed through the Panama Canal, and arrived in Pearl Harbor in February 1944; she left on her first war patrol the following month. Between March 1944 and April 1945 the *Pampanito* completed six war patrols, and Bud Arcement was on every one of them. As electrician's mate, Bud worked in the maneuvering room, where the submarine's changes in speed were made in response to orders from the conning tower, bridge, or control room.

Pampanito patrolled from the Central Pacific to the Indian Ocean, and from the coast of Japan to Australia; during her six patrols she sank six Japanese vessels and damaged four others. In addition, in September 1944, *Pampanito* rescued 73 Australian and British POWs from a Japanese ship previously torpedoed by American submarines.

Bud left *Pampanito* after her sixth patrol, returned stateside, and was assigned to a newly launched submarine, USS *Tusk* (SS-426). With the end of the war in August 1945, however, he never actually joined the crew. Bud was discharged in November 1945 with the rank of electrician's mate 2nd class.

After military service, Bud moved to Minnesota to be with his wife, Frances (Olson) Arcement, whom he had married in May 1945. Settling in the Twin Cities area, Bud worked for a number of firms in the electrical trade, including Commonwealth Electric. Bud and Frances lived in Columbia Heights, Minnesota, until the mid-1960s, at which time they moved to May Township, Minnesota. Bud retired in 1984, and passed away in 2002.

Visit *Pampanito*, now a museum, at <http://www.maritime.org/pamphome.htm>

Interview key:

B: Norman “Bud” Arcement

T: Thomas Saylor

[text] = words added by editor, either for clarification or explanation

(*) = words or phrase unclear**

NOTE: interview has been edited for clarity

Tape 1, Side A. Counter begins at 000.

T: Today is the 12th of September, 2001, and I’m sitting here talking with Bud Arcement. First of all, Mr. Arcement, thanks very much for being willing to sit for an interview and talk about your experiences during the war. First, could you just tell us when and where you were born?

B: In Raceland, Louisiana. 11/16/22. [16 November 1922]

T: Louisiana is far from Minnesota.

B: It sure is.

T: In your childhood, how long did you attend school?

B: To the 8th grade.

T: And after that, did you have some jobs?

T: Yeah, I worked around in sugar houses, in restaurants, and whatever job I could get. Jobs were hard to get in 1938. Those were the Depressions days. If you got a job you were a lucky person.

T: Well, let me ask you about the 7th of December, 1941. Do you remember where you were when you heard the news about Pearl Harbor?

B: I was in Raceland, Louisiana, at my dad’s house when I heard about it.

T: Did you hear it on the radio?

B: The radio, yeah, we had no TV in those days. In fact, I think I heard it on the crystal set.

T: How did you react when you heard the news?

B: I didn’t, I really didn’t think too much of it. I wasn’t excited about it or worried about it or anything. I just figured, well, it’s coming on, that’s all.

T: Do you recall how your folks reacted?

B: No, I don’t recall how they reacted. They were kind of worried because there was

three of us at the age to go into service. And three of us went into the service, me and two brothers. One older and one younger.

T: And your older brother, what was his name?

B: Freddy.

T: Did he join, or was he drafted?

B: He was drafted.

T: Which branch of the service did he go to?

B: Army.

T: Europe or Pacific?

T: He was in the... I think he went to the Pacific. Yeah, he went to the Pacific, but he never went into the fighting areas. He was just a waiting soldier, waiting for something (*laughs*).

T: How about your younger brother, what's his name?

B: Alvin. He went to Europe.

T: What branch of service was Alvin in?

B: Army.

T: And you went to the Navy.

B: I went to the Navy, yeah.

T: Now if your brothers joined the Army, why did you join the Navy?

B: I don't know, I just wanted to be a sailor, that's all. I figured if you're a sailor you got a good place to sleep every night compared to the Army.

T: That's right. Now, had you been drafted, had you gotten a draft notice already, before you joined the Navy?

B: I don't think I had one, no. I just went up there and joined the Navy. Asked my dad if he'd let me go in, and he said yeah. So away I went.

T: So you were about twenty years old, or twenty-one?

B: About twenty, nineteen or twenty.

T: Now where did you go to join?

B: To New Orleans.

T: What did it feel like to sign the papers and join the Navy?

B: In those days it made me feel good that I was going in and doing something for my country. But that's about all, it just made me feel good that I was going to do something.

T: Were you the first brother who went in?

B: Nope. The oldest brother, Fred, he went in first.

T: How about your folks, Bud, were they surprised that you joined?

B: I don't think they liked it too much, but they weren't too surprised about it, but I figured there was nothing else they could do. I had to either go on my own or have them come and draft me into it. So I volunteered.

T: And that was in November of 1942?

B: Yeah, something like that.

T: Now I know from talking to you earlier, before this interview, that you ended up in the submarine service.

B: Right.

T: Did you volunteer for the submarine service?

B: The submarine service is all volunteer.

T: So everyone in the submarine service is volunteer. What reasons prompted you to join the submarine service?

B: Well, I was thinking, the one thing it paid more money, fifty percent more pay. And you had, if you come back, you always come back in one piece, or there wouldn't be nothing at all. So that's one of the reasons to make you do that.

T: That's very interesting. Because frequently when submarines are sunk, all hands are lost.

B: That's right. There's no crippled submarine sailors.

T: That's a good point. Well, you're from Louisiana, where'd you go for your Basic Training?

B: San Diego.

T: So they didn't send you to Great Lakes, up by Chicago?

B: Nope.

T: California, was that a new part of the country for you? Someplace you hadn't been before?

B: That's right, never been there before.

T: What'd you think of that? What kind of place was that for you?

B: Just a, I don't know what you'd say. Just another place, as far as I was concerned at the time. I was in the Navy, and in the Navy you never got a chance to get around too much when you got there. So it was just another place, just like being on base.

T: What was Basic Training like for you?

B: It was all right. There was no problems. I enjoyed it, I got used to it. Thought it was fun, anyway, when I first got in there.

T: Were you asked during Basic Training about whether you wanted to join the sub service?

B: No, not at Basic Training.

T: When did that question or decision for you come?

(A, 124)

B: When we were graduating from the electrical school in Minnesota. That's when they wanted three volunteers for submarine service, and I volunteered.

T: So after Basic Training, you were sent to Minnesota for training as an electrician.

B: After Basic Training I was sent to Minnesota to be an electrician, yes.

T: Where was that training?

B: University of Minnesota, in Minneapolis. The old Union Building.

T: So now this must be early 1943?

B: Yeah.

T: They asked for volunteers for the sub service and, for the reasons you gave earlier, you said yes.

B: Yeah.

T: Now where was the training for the sub service?

B: In New London, Connecticut.

T: So from Louisiana, you went to California, Minnesota, and now you're going to Connecticut.

B: Yeah.

T: Let's stay with Minnesota for a minute. You'd never been to Minnesota before that?

B: That's right.

T: What did you think of this place and the people here?

B: Well, I thought it was a much better place than I think of it now. Because I got, because of the weather. At first I thought that cold was great, but after a while I found out different (*laughs*).

T: I think a lot of people may agree with you on that (*laughs*). How about the people here? You're from the South—did you notice any kind of reaction against you being from the South?

B: Nope.

T: People accepted you pretty well?

B: Yeah. I even married her (*motions to wife Frances, sitting across the room*), she accepted me so good.

T: Well, then you went to Connecticut and the sub service. Now, during the time you were in the Navy—this is 1943—the Navy was still segregated, right?

B: Yeah, it was pretty well segregated.

T: Were there blacks or minorities in the sub service?

B: There was blacks in there, but they were all in the mess department.

T: Does that mean you had blacks on the crew of your sub?

B: Yeah, we had blacks in there. There were, they took care of the officers and so forth. Officers mess hall and so forth.

T: What kind of contacts were there between the blacks on board your ship or at your base and white sailors?

B: There was no problem. We had a reunion and that one guy was there, the black guy was there. Ingram, from Philadelphia. Good kid. We got along good with all of them.

T: Was it something that when you went on leave, for example, or you went out on liberty that you went out, that blacks and whites would go together?

B: No, and I never did, not that I remember.

T: Sounds like whites went out by themselves, and blacks went out by themselves?

B: Yeah.

T: Now, in New London Connecticut, you learned, I guess, how to be a crewmember of a submarine.

B: That's right.

T: What kind of things do you remember about that training that stayed with you?

B: Well, one of the things I remember well that I enjoyed was that we had to make a one hundred foot dive. We had to go down in the tanks with a... we went down on outside of the tank, and the tank had some blisters with hatches where you could get in. So you went in and got into the hatch at one hundred feet, then you had to go up to the surface.

T: Did you have to go to ride this thing down to one hundred feet?

B: No, you didn't ride it down, you went down on the outside. Then there was like, like little blisters, they had hatches on there. Well, you equalized the pressure on there, then you could get in there. Go down and get underneath the thing, then ride it up to the surface. But you had to hang onto a Momsen Lung. Every time you went up ten feet, you had to squeeze the lung so you could equalize the pressure, so that when you got up to the surface the pressure would be the same on the inside of your lung as it is on the outside.

T: Was that scary?

B: No, that wasn't scary. That didn't scare me.

T: How about some of the other guys? Did other guys appear to be scared of that?

B: Well, I don't remember that anybody got scared of doing that dive or not. But I know that we all had to do it before we could get out, and get into training.

T: How long was this submarine training in Connecticut, from beginning to end?

B: Oh, about three months, I suppose, something like that.

T: And the conclusion of this school you were then posted to your particular sub, the *Pampanito*?

B: Yeah, when I got through, that's when they transferred me to the *Pampanito*.

T: And that must have been what, middle or end of 1943?

B: That's right.

T: The *Pampanito* then went, as you told me earlier, down the coast through the Panama Canal, and out to where in the Pacific?

B: Pearl Harbor. We just made a stop there. That was our station. That was really our station, but we just stopped there for fuel and groceries. And for torpedoes.

T: I see. Now was this a base for a lot of different subs, a main supply?

B: Yeah.

T: Do you remember coming into Pearl and seeing other submarines there?

B: Yeah. I remember looking at Pearl Harbor from the ocean.

T: What was that like?

B: Just like looking, it was nice. It was kind of hilly, it was nice, with a lot of homes built around there. Pretty well built up around there. It was pretty big.

T: What was your first journey like on the submarine, when you first got on the *Pampanito* and went out to sea?

(A, 230)

B: Well, it was kind of exciting, to go out of the first time. And I made the virgin dive on that sub. That was a new sub, and I had the virgin dive in there. Not too many people make the virgin dive in a sub.

T: Were these subs built in Connecticut?

B: No, they were built in Portsmouth, New Hampshire. That's where I took my sub out of.

T: So you went from Connecticut up to New Hampshire, to Portsmouth, got on the *Pampanito*, which was new. And to get an idea of size, how long is a sub the size of the *Pampanito*?

B: It was 311 feet.

T: And carried a crew of how many?

B: We carried a crew somewhere around seventy-five.

T: Now let's go back to Pearl Harbor. You're on the *Pampanito* with your shipmates—when you left Pearl harbor, with fuel, groceries, and torpedoes, where did you go?

B: We left from there and went to Midway Island, in the Pacific. *(phone ringing in background)*. We stopped there at Midway and topped off the tanks with fuel.

T: So there was a base also there for subs and surfaces vessels to get fuel.

B: Just a fueling station, that's all.

T: Were you, was your ship then posted to a forward area, to frontline duty?

B: Yeah, we were way up to a war zone. We were headed towards Japan, that's where we made our first attacks.

(pause in interview)

T: So I've just learned during a short pause that one calls submarines boats, and not ships. Thanks Bud. Now in the sea off of Japan, was your ship successful in sinking Japanese vessels?

B: That it was.

T: Can you describe the first time that your sub sighted a Japanese ship and actually sank one?

B: Yeah, I can remember the first one we sank. The first ships we met, we didn't get a chance to attack them, because we were ready to fire the torpedoes, and the Japanese, it was a rough sea, and we broached and came up to surface. And they spotted us, and they started throwing depth charges down there right away. And that's the thing that saved us. If they hadn't thrown the depth charges in there so fast, we'd have been stuck there for a while and they'd have got us.

T: Now how is that? Why did the fast throwing of the depth charges help you?

B: Because when we heard the depth charges we just went down below as far down as we could go.

T: How far is that?

B: That was 340 feet at the time.

T: And there's no danger at 340 feet with a boat like yours?

B: Nope. Except if you get hit by a depth charge down there.

T: Now the boat went down to 340—did you just stay there?

B: No, we just kept maneuvering around, keep trying to lose them, so they wouldn't trail us.

T: Now what was this like for you? This is the first time something like this has happened to you, is that right?

B: Yes.

(brief pause to check information)

T: On this first time that you had to evade a Japanese ship, your boat went down below 340 feet.

B: Below the manufacturer's limit, yeah.

T: Now how far down did the *Pampanito* actually go?

B: The way we figured it out it was somewhere around 550 feet, or something like that.

T: Why didn't the boat simply disintegrate?

B: I don't know, it just held together for some reason. And that was a, the only thing that leaked when we went down that far was around the packing glands. All the water would come seeping through the packing glands. But it was squeaking and crying and everything.

T: Making a groaning noise or something?

B: Yeah.

T: Now can you describe for me your feelings and your reaction when this was happening?

B: Well I just tell you it's like this, you feel scared as hell. And you keep looking and it's still going down. I think everybody on the boat was pretty scared. Everybody was praying, and they all thought this was the last. It was quite a deal. Then finally, all at once, it starts to go up, to finally get the trim to get the boat to go up. Then you start to feel pretty good.

(A, 303)

T: Did your boat stay down there, below five hundred feet, for a while, or come right back up again?

B: We didn't stay down there very long. We were maneuvering the bow planes, then we started climbing up gradually and finally we made it up.

T: The bow planes are what you use to go up and down?

B: Yeah. Bow and stern planes.

T: Were there guys on board the ship who seemed to be really affected by this experience?

B: Yes, a lot of crew members couldn't take it. They went, what we called, they went berserk.

T: When you say went berserk, what did, is there a specific person you're thinking about?

B: Yeah, there's one person, Otto Amone. He's the one, we had to knock him out to keep him from really going over the hill.

T: What was he doing that made other crew members actually physically assault him?

B: Well, I didn't, but somebody else did. He was foaming from the mouth and every darn thing. He was in bad shape.

T: Was it also affecting him mentally?

B: Yeah, it was affecting him mentally.

T: Was he restrained or knocked out?

B: He was knocked out, somebody knocked him out.

T: How'd they knock him out?

B: They just hit him, and knocked him out.

T: Is it standard procedure to remove someone like that from the crew next time you're in port?

B: Yeah, when we come in port we always changed twenty-five percent of the crew, automatically. Twenty-five percent. The first ones to go are the undesirables and then the ones that's going to go for new training. Then the ones to go to train other people. But twenty-five percent were exchanged from every crew.

T: Was that Navy policy?

B: That was the policy, yeah.

T: Who picked the twenty-five percent, the Navy, or the captain and the officers?

B: The captain and the officers picked the people who left.

T: That's different than the surface Navy, isn't it.

B: Yeah.

T: Now that first experience where you went down very deep, you were scared and other guys were too, but you made it. Did the *Pampanito* sink the vessel you were after?

B: Nope, we didn't, we didn't even get a shot at it.

T: Were you luckier the next time?

B: Yeah we were luckier after that.

T: Do you remember the first time that your boat actually sank a Japanese ship?

B: Yeah, the first ship we sank was a tanker, and it was loaded with aviation gas. And it was sunk, it was, went down to the hull line, the gunnels. When we hit it that thing just exploded in great big... The captain had spotted that tanker, and we knew what was in it, we already had the word from reconnaissance what was in there. They said it was aviation gas, and they said we had to sink it regardless of what happened. So the captain said, we'll wait till about 9:00 at night, he said that's the darkest time of night.

T: So you were following this ship for a while?

B: Yeah, we had him, followed him. When we finally got to the darkest time of the night, we made a surface run on him. And we went, circled around, and put our stern tube through. The first torpedo hit, it sank the ship. But there was more explosions after that. It lit up the ocean so clear, it was just like daylight out there on the ocean, from the fire.

T: Now where were you at this time? Were you below, or were you above deck?

B: There's no such thing above deck on a submarine (*laughs*).

T: That's right, how could you see, how did you know how light it was?

B: Because they gave us all a turn to come up on top to take a look at what we did.

T: Oh, after you had hit the ship. To come up to the, is it called the tower?

B: The conning tower. Well, you couldn't see it from the conning tower, we had to go on the bridge. The highest point.

T: That's the first ship that your boat sank?

B: That was the first one.

T: Had that ship been traveling by itself, that tanker?

B: Yeah, it was traveling alone. No, there was some escort with it, and they said to sink that ship and forget about the escort. They said if you got to lose the ship, if you got to lose the *Pampanito*, you got to sink that ship anyway.

T: The tanker.

B: Yeah.

T: So the word had come from the Navy that that tanker had to be destroyed.

B: Had to be destroyed, yeah.

T: Did the escort vehicle come after the *Pampanito*?

B: It certainly did. It was daylight and it came trailing behind us and they were firing their five inch shells at us. They were following about one hundred yards [distance correct?] behind us.

T: So you were on the surface with your stern tube pointed at this tanker. And the escort, the Japanese escort vehicle, like a destroyer size?

B: Yeah.

T: Was firing a five inch gun at you. Was the destroyer out of range?

B: No, they were just a little bit out of range, so they couldn't reach us. We were traveling at a straight line and he was zig-zagging, and we were gaining on him. We were gaining speed on him, so we got to leave him behind. So finally he left.

T: The Japanese escort vessel.

B: Yeah, the Japanese escort left.

T: When you sink a ship, as a submariner, when you sink another ship, is there a thought of the guys on that ship that you've just killed?

B: I really never thought about that.

T: Really.

B: I don't think we did.

T: In a larger sense, was there a perception among the guys on your crew, of the

enemy, of the Japanese, of what kind of people they were?

B: We used to call them dirty old Japs, and that's about all.

T: How about yourself? Did you have an image of what these people were like, as people?

B: No, I didn't. I didn't even give it a thought. Needed to be done, to end the war.

T: Do you remember another memorable experience of sinking a Japanese ship. Because according to the records, the *Pampanito* sank six vessels.

B: Six yeah, and damaged four. Well, we were operating in a convoy, in the South China Sea. We were three subs: the *Pampanito*, the *Growler*, and the *Sea Lion*. Three of us in the wolf pack. The *Sea Lion* got in contact with these enemy ships first. And they started shooting at them and they started scattering around. Then we came I there. There were fourteen ships in the convoy, I think.

T: So three of you and fourteen Japanese ships.

B: Yeah, it was fourteen to one. And we sank three of them, I think it's three we sank out of that fleet. One was an American. Or it was an American ship, he was flying a Japanese flag. It was a transport, and it didn't show any sign of having prisoners of war, or sick people on board.

T: So a Japanese ship with POWs.

B: POWs on there.

T: Okay. Now is it, how were they supposed to identify themselves?

B: Well, they had codes they could identify themselves with. Signals, signal lights and codes, but they never used any. So we didn't know what they were. We just thought they were another American, I mean, Japanese ship. And we sank them, then... We patrolled in the area for four days, looking around to see if there were any more ships. But while patrolling around to look for ships, we saw these people on rafts, and they started hollering to us in English and then we knew they weren't Japanese. At first we thought it was maybe a trap, they were going to talk in English and then... So we put all the machine guns on deck and went up there. You could not trust anybody when you're out there. Can't trust a soul. So we went out there and we found out that they were Australians. Australian POWs.

(A, 425)

T: And they had been on one of the ships that your boat sank.

B: Yeah, we sank the ship that we picked these people out of. They were in the water for four days before we got to them, and they were an awful sight. You

wouldn't believe what the sight was. They'd been prisoner of war for four years. They'd eaten just a cup of rice a day, so you imagine how skinny they were. And they were full of oil and grease and everything. We had to take them in, and some of them were so slippery you had a hard time hanging on to them, they were so full of oil.

T: And they were in rafts, or lifejackets?

B: Rafts; they had just built rafts from the debris from the boats, from the ships we sunk. And that's what they were on. They had all, some of them that didn't get covered with oil were blistered from the sun. They were in real tough shape.

T: Had there been more than seventy-three originally?

B: Yeah. We picked up seventy-three and we lost one. And I think the *Sea Lion* picked up fifty some. And then there was, we called for help once we spotted them. And the *Sea Lion* came in there, and three other subs came in there to help us out. But that's all we could pick up, was seventy-three. That's all we could even put in our boat.

T: You didn't have any more space than that did you.

B: No.

T: You picked up seventy-three and you said *Sea Lion* picked up some more. Do you have any idea how many guys, POWs, were originally on that Japanese ship?

B: About 1500.

T: So the rest of them were lost when the ship was sunk?

B: Yeah. Or died in the water, or got eaten up by sharks or something.

T: Were there shark attacks, too?

B: Yeah.

T: That's one of those stories that we don't hear much about, that there were well over one thousand guys, it sounds like, that were killed by mistaken identity.

B: That's right. Because the ship wasn't identified.

T: How did you feel about that, when you learned that the ship your boat sank was full of allied prisoners of war?

B: Yeah. Well it didn't, I didn't think about it. But we never made any big issue out of it. We just figured that we were lucky to save the number of people that we did.

T: You took an optimistic view of it. Is not marking the ship, the Japanese didn't identify that ship as carrying POWs, what does that say to you about the Japanese?

B: Well, it doesn't say anything good to me about them.

T: Were you surprised they would do something like that?

B: No, not really. I figured they'd do anything, the way they treat their people. See, they built the railroad, what the hell did they call that? In China, they built that railroad from Singapore to India, or someplace around there. That's all they did was worked on that railroad day and night, these prisoners of war. And all they got was a bowl of rice a day for food. They were really skinny and they had to work on that railroad.

T: Now when you got these seventy-three guys on your boat, you had the regular crew plus seventy-three dirty, hungry, sick POWs. What happened once you got these guys on your boat?

B: Well, we had to clean them up, take all the oil off of them. Clean them up. Then we had to give them something to eat. We had to, we only had one pharmacist mate first class on board for a doctor. That's all we had. He set to, he had some soup, and he said just a little bit every day, a little bit at a time, until finally we got them to eat.

T: How long were these guys on your boat?

B: Five days.

T: Where'd you take them?

B: Saipan. By that time we had Saipan [captured by American forces in July 1944], and we could take them there.

T: Let's change to another theme. When you live on a sub, with a crew of seventy-five guys, you get to know people pretty well, I suppose.

B: Yeah.

T: Let's talk for a minute about people who had a positive impact on you. Do you recall someone from the crew of the *Pampanito* who you looked up to, or who make a positive impact on you?

B: I think the whole crew had a positive impact on me, because we all got along real good. We were a pretty close crew. Because when you got seventy-three, or seventy-five men into a small section like you have on a submarine, you've got to get along real good and you've got to get along real good with everybody.

T: What's the daily life like on a sub? Maybe you can just describe a little bit about what a typical day was like.

B: When you were on patrol, we used to work four hours on and eight hours off, around the clock. Meals were at the regular time, in the morning, noon, and night. We had some of the best food in the Navy on that sub.

T: Where did you eat on the sub? Was there a separate galley?

B: No, there was one galley. There was, see, there was twenty-four seats in the dining area, so you could make three shifts out of that. Then it would come out just right. See, the people that were going on watch would eat first, and the people coming off of watch would eat first. And the people that were going on watch would eat the next time.

T: And everyone knew what shift they belonged to. Now if you missed your shift could you go to the next one?

B: Yeah, you could go to the next one. In fact you could eat anytime on a sub. That galley was always open. You could go, just like at home, you could go over and help yourself to whatever was in the kitchen any time of the day.

T: That's different than the surface Navy?

B: Yeah.

T: So that's the meals. How about the sleeping facilities?

B: We each had our own bunk.

T: So there were seventy-five bunks?

B: Yeah, something like that, seventy-five bunks.

T: Is that the limit of your private space on a sub?

B: That's about it, yeah.

(A, 500)

T: Was there a locker for each guy?

B: Yeah, there was a locker about this big (*measures with hands*).

T: Two feet wide and maybe two feet tall. And your stuff had to fit in there.

B: Yeah, that's right. Then you had your sea bag to put all your clothes in. They were stored part in the engine room and torpedo room and so forth.

T: How about bathroom and shower facilities on a sub?

B: That was very scarce (*laughs*).

T: Is it called a head on a sub?

B: Yeah.

T: How many heads were there?

B: There was, on ours we had two. Two in the aft torpedo room.

T: That was it for the whole boat?

B: No there were two in aft torpedo, aft battery room, and one in the aft torpedo room, and one in the forward torpedo room for the officers.

T: So three for enlisted and one for the officers.

B: Yeah.

T: Now help me with the plumbing here. Do toilets on subs actually flush, or is sewage collected?

B: It's collected and flushed overboard when it's full.

T: But you have to be on the surface to flush?

B: That's right.

T: So it was important to surface occasionally.

B: Surface every night. Surface every night to charge the battery and empty the tank and do all the other stuff you got to do.

T: Meals, sleeping, were there shower or bathing facilities on the sub?

B: There was one, but there was no water. There were two showers but no water.

T: When did guys get a chance to wash or bathe?

B: Sometimes they'd get enough water out at sea so you could do it maybe once or twice during the patrol run. But when we came into port then we had the showers all open.

T: Now how long was a typical patrol? How many days?

B: Well some was around ninety days, something like that.

T: So you'd go out for ninety days, and you basically wouldn't wash until you got back?

B: Sometimes you wouldn't (*laughs*).

T: That would take some adjustment for people today. What about the sense of discipline aboard the boat? Was there, was it pretty rigid like the surface Navy?

B: It was not as rigid as surface Navy, no. There was not much discipline and that. They held it down fairly good, but it wasn't as tight as the surface Navy.

T: So the sense of discipline was more relaxed, would you say?

B: It was pretty well relaxed, yeah. There was very seldom a fight or anything aboard. People all got along. But they all did their job and had to do it well.

T: The officers aboard the subs—how did officers on your boat differ from officers in the surface Navy?

B: Well, the officers on our boat, they were pretty well lame about discipline. And they treated us pretty good. They didn't raise hell with us too much. I could say something, but I don't know if you'd want it on tape.

T: Go ahead.

B: You know, we used to take that torpedo alcohol, we called it pink lady.

T: No, what's this?

B: Torpedo alcohol, it was pink, you know, for denatured, to make it no good.

T: Was this for cleaning?

B: Torpedo alcohol, they used it to run the torpedoes.

T: It's like a fuel?

B: Yeah, fuel, but we'd take some of it and we'd distill it. We'd distill it.

T: You had your own works, your own still?

B: Yeah, we had our own still. We'd distill it and then we'd get 180 proof alcohol out of it. We used to drink that.

T: Straight up?

B: With coke. One day, there was three of us that were making, cooking that pink lady. I was in the forward engine room, by the water. I was carrying water to the stills, to distill it. So it was cooling water for the still. I was watching the watertight doors to see someone coming through. All at once I seen the door handle swing and I says, "Oh, we're stuck now." We got caught. So in comes old McCloskey, the

engineering officer. And he said (*makes sniffing noise*), "Smell that gilly cooking." I says, "Yeah, I suppose we got caught now." He says, "Never mind, keep on going, I'll go get my own jug so I can take some with me." (*both laugh*)

T: So you were scared you were busted right there, and instead he was going to have some of it.

B: Yeah, he was going to have some of it, and he did.

T: You know that suggests that the captain and the officers knew this was going on right?

B: That's right. They just looked the other way.

T: Was it possible to bring alcohol on board your boat from when you were in port?

B: Sometimes you could bring it on board, but it was hard to do that, because there was a watch on the deck at the gangplank as you came in.

T: Was that a watch from you boat?

B: Yeah, that was from my own boat. So he'd let a lot of people go by with it. Because he said maybe tomorrow I'll be running it through.

T: Could you smoke on board a sub?

B: Yeah, we smoked. We shouldn't have been, but we were smoking.

T: Was there an official rule that said no smoking?

B: Just when the oxygen was getting low, then we couldn't smoke. And when we couldn't smoke when we were charging the batteries, because of the hydrogen gas from the battery.

T: I see. Bud, what was your job exactly on board the boat?

B: I was electrician.

T: And what did you do actually, when you were on duty, for example?

B: Most of my time was on the maneuvering board, you know the thing that changed speed with the boat.

T: So it controls how fast you were going?

B: How fast you were going and so forth. That's all I did, that's the maneuvering room where I was. Then when I wasn't on duty on the maneuvering room, then we were repairing whatever was broken. Broken, like the stills we made water with.

And those things went to heck with all the time.

T: For making fresh drinking water.

B: Drinking water, yeah. See, they were electric heated, and we'd boil the water then evaporate it and then condense it. –

End of Side A. Side B begins at counter 000.

T: This is side two of the interview with Bud Arcement, on the 12th of September 2001. Bud, you were talking about the fresh water stills.

B: Yeah, they'd get corroded with saltwater. Distilling saltwater and trying to make fresh water out of it, so all the salt would accumulate on the heating coils, and then we'd have to take them heating coils apart and knock all the salt off and scrape them, then put in clean ones.

T: Was this something, did you make water continually?

B: Yeah, we were capable of making, I think it was 750 gallons a day.

T: That's a lot of water, that's about ten gallons per man.

B: Yeah, ten gallons per man, but then you have to take a lot of that water for the engines. You know, the engines are cooled with it. Can't cool them with saltwater.

T: So a lot of the fresh water went for that.

B: A lot of that went for that. Then the batteries took a lot of water. Then we had to distill the battery water twice. We'd distill it once, then we'd run it through again to make sure we didn't have any impurity in the battery water.

T: So what was left over wasn't much drinking water for the crew.

B: No. For the crew, for taking baths, sometimes we'd get a lot of condensation water from the air conditioning.

T: Was your boat air conditioned?

B: Yeah.

T: How did you spend your time when you weren't on duty, when you were on board the boat?

B: Reading, playing cards. I must have played two million games of, what the hell did we play, cribbage.

T: Did a lot of guys like to play cards?

B: Oh yeah. A lot of big poker games on there, too. But they kind of discouraged them, because that would always wind up in a little trouble. Somebody winning and somebody losing.

T: Were most of the guys fairly social when they were off duty, hang with other guys?

B: Oh yeah, they were pretty social. We practically always hung together.

T: Hard to get away from people on a sub too, isn't it?

B: Yeah.

T: Now you say you read a lot, too?

B: Yeah, we read a lot. And I'd lay and listen to Tokyo Rose.

T: You'd get her on your radio?

B: Yeah, we'd get her on the radio, Tokyo Rose.

T: Now, although your cruises were long, eventually you came back to port, I guess to get more torpedoes or fuel, food.

B: Yeah.

T: Were guys frequently given liberty when you got to port?

B: Yeah, we always had liberty when we got in. After we ended a patrol run we would get seven days in the Royal Hawaiian Hotel [in Honolulu] for rest and recuperation.

T: So at the end of your patrols you were back in Pearl Harbor each time.

B: No, not exactly, because we'd come back to one of the hotels. I had rest and recuperation in the Midway Island, and it was just barracks. I had rest and recuperation in Perth, Australia, and then in Hawaii. That's about the only places I had.

T: So Pearl Harbor, Hawaii, Midway, and Perth.

B: Yeah.

T: Okay, so now in general, what did the sub crew do when you had seven days of liberty?

B: They'd go out and drink and hang around and raise hell and have fun. We figured this may be our last one.

T: So you made the most of it. Anybody get in trouble with the shore patrol?

B: Very seldom.

T: How about with local police forces?

B: They very seldom got in trouble.

T: What happened if somebody got in trouble with the shore patrol?

B: Well, I did one time, but I just got thrown in jail in Rhode Island.

T: This is before your first patrol?

B: Yeah.

T: What's the story?

B: Well, we were in the bar and we were all having fun and raising hell. Somebody went over and tripped the waitress or something. Then the whole thing started a fight. I ran out the back door and ran right into the shore patrol. So I was in the paddy wagon, I had no choice.

T: So you weren't really involved?

B: I wasn't too involved. The next morning we were ready to go to sea, and the captain came down and he said, "Set all these men loose, we're going out to sea. They can't fight a war in here." They were all let out.

T: How about, do you remember Perth, Australia, at all?

B: I remember a little of that.

T: What kind of place was that?

B: That was a pretty nice place. I was there after the war, too. A friend and I went out to Australia to visit. It was a nice spot.

T: You liked Perth, you say. Did you visit there after the war at all?

B: I visited there in 1985. We went on, we took a trip to Australia, and we went around. We went to all the ports. We went to Darwin, we went to Brisbane, we

went to Canberra, and Sydney, and Melbourne, and Perth.

T: So you went all the way around Australia. Did you drive that around?

B: No. We flew.

T: That's a big place.

B: We went to Alice Springs.

T: Where's that?

B: Ayres Rocks.

T: Up in north central Australia, right?

B: Right.

T: Bud, what was the purpose of the trip? Was it just for holiday?

B: Just for holiday, that's all. We figured while we were down there, we would look up and see how many POWs we could find, of those seventy-three.

T: Now how did you know the names?

B: We had a list on the *Pampanito* of all the people we picked up. Then I started writing to some of the guys, and they wrote to somebody else, and so forth. I think there was something like twelve guys there waiting for us when we come into port in Melbourne. In fact, there was a guy, he changed his name, his birthday, from his original birthday, to September 14, 1944. Because that's when he considered himself reborn.

T: What was that moment like when you met those twelve guys again?

B: That was a pretty emotional reunion. They were happy, and in fact they wanted us to stay longer. But the way our itinerary was we couldn't stay any longer than we did. But everyone expected us to stay there at least a week.

T: In Melbourne?

B: In every town we went to. In fact, we came into Darwin, and we got into the hotel room, and we were relaxing in the hotel room having a drink, and the phone rang. And the guy told me his name was Scott Teely, or something like that. He said, "I don't think you know me, but my grandpa said I have to come out here and see you." His grandpa lived in another part of Australia, on the opposite side, Adelaide. His grandpa lived in Adelaide, and he said, he told me you were going to be here and I better come down and talk to you. So he came down and talked to us.

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T: Was his grandpa one of the guys you pulled out of the water?

B: Yeah, that's one of the guys we pulled out of the water. He took us around and showed us the whole town and everything. Then that night we got back to the hotel, and there was a knock on the door. I answered it, and here was a guy that we had had breakfast with in the morning. He said he was on a destroyer that got sunk in Darwin, and they were having their fourteenth year commemorating the anniversary of the sinking of their destroyer. So they were all having a party and they invited us. So we went over and had a party with those people. Had a great time.

T: How did you feel when you met these survivors, the guys the *Pampanito* had picked up. What was that like for you?

B: Well, it was kind of a happy feeling to see them. We had a great time with all them people.

T: Those were mostly POWs again, so they were about the same age as you?

B: Well, they were a little older than me, because they were in there before we were.

T: That's right, that was 1940 or '41 they were captured, right?

B: Yeah.

T: Is there any contact remaining today between you or the *Pampanito* crew and these Australians?

B: Yeah, there's a little contact left, but there ain't many people to contact anymore. They're much older than I am. *(to wife Frances, across the room)* How many did we get this year?

Frances Arcement: We got twelve this year.

T: That's darn good, because that's fifty-seven years ago now. Bud, let me shift gears a bit and ask, being on a submarine, did that make it difficult to stay in touch with family and loved ones back here in the States?

B: We only got mail every three months. When we were in port we'd write a letter, then that was it. We'd leave port and wouldn't hear from them for three months.

T: Did you, were you able to get any type of mail or messages when you were out on patrol?

B: Not on patrol, no, when we came in to port, then we'd get mail.

T: It would all be waiting for you, whatever you had. Was that tough to not give or get any news from people, or any messages, or letters?

B: Well, that was tough in a way. We were always wondering what was going on. But we survived through it.

T: Did some guys handle that better than others?

B: Yeah. Some people could handle it pretty good, some people couldn't. We had, one of my shipmates, he's from Missouri. But his wife is from St. Paul. We used to like to watch his mail, because his wife is an artist. And every letter he got had some picture of a beautiful gal on it.

T: Every piece of mail he got?

B: He had a picture on there.

T: Pretty popular mail to look at.

B: Then when we were at a reunion, she had them all out there. Everybody took a look at all the pictures she sent to her husband.

T: Bud, did you make contacts with guys from your crew, guys you stayed in touch with after the war?

B: From my crew? Oh yeah.

T: What form did those contacts take? How have you stayed in touch with people?

B: Through letters and telephone. Through the sub conventions and so forth. That's the way we got to talk to them. At the one time, we were always looking forward to the conventions so we could all meet together again.

T: Now is this a sub convention for all subs?

B: Yeah.

T: Now, you wrote letters to people, how else do you stay in touch?

B: Telephone, letters. I don't have no internet, so I can't do that. We get together at conventions, you know, every year. Now we don't have the convention anymore because we have that reunion every year.

T: Every year, that one in Minnesota?

B: Every two years.

T: Is that for sub vets in Minnesota?

B: *Pampanito* only.

T: And where is that usually held?

B: San Francisco, right on board the *Pampanito*.

T: Right on board the boat, that must be neat. How many guys were at the last one?

B: It was what, twenty-nine?

Frances Arcement: Yes, twenty-nine.

B: Twenty-nine crew members, yeah.

T: That's pretty good considering how many years it's been.

B: There's quite a few of them that came there for the first time.

T: Bud, how important is it to you to stay in contact with guys from your boat?

B: Just to know what they're doing, what's going on, that's all. Find out if they're in good health or not.

T: Is that important to you, to stay in contact?

B: Yeah, I like to keep in contact with them.

T: Have some guys elected not to be part of these reunions?

B: Yeah, a lot of them don't come over. They don't seem to want to get into the race of it. A lot of people just say forget it, we've been through it and that's about it. They don't want to have nothing to do with it.

T: Why do you think some people are like that?

B: I don't know. Haven't got the slightest idea.

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T: Well, let's go forward a little bit. In early 1945 your sub was on patrol somewhere in the Pacific, right?

B: Yeah.

T: Were you able to get news, for example, of V-E Day on May 8, 1945? Did you know the war ended against Germany?

B: Yeah. I was, we were coming back to the States at that time, so we knew everything that was going on.

T: You were coming back to Pearl?

B: We came back from the Pacific, some place, I forget where we were in our last patrol. Then we were late coming into Pearl Harbor from that patrol because somebody had spotted a Japanese submarine in the Truk Island. That was [a big base for the Japanese], Truk Island. And all the submarines around there had to patrol around Truk Island until they sank that sub, because it was coming in with food and supplies for the Japanese that were on the island. We had to sit there and patrol, I think it was three or four days, before somebody, I think it was the *Sea Robin* sank it, then we were able to go home. We had just about enough fuel to make it all the way to Pearl Harbor.

T: And from Pearl Harbor the *Pampanito* went back to the States?

B: From Pearl Harbor the *Pampanito* went to dry dock to be rebuilt. They rebuilt it as a radar picket boat for the invasion of Japan [planned for Fall 1945]. It was going to be a picket boat for the invasion. And at that time I got out of it, off of *Pampanito*, in November. Wait, let's see...

T: After V-J Day?

B: Yeah, in June 1945 I got out of it.

T: So before V-J Day?

B: Yeah. And then I celebrated V-J Day in New York City.

T: Did you decide yourself to leave the *Pampanito*, or were you transferred off?

B: I was transferred off. I had six war patrols on the *Pampanito*.

T: And that was the limit?

B: No, there was no limit, you could make as many as you wanted.

T: But after six you could go?

B: You could go, yeah. So they transferred me to new construction. They transferred me to Philadelphia, and I was assigned to the *Tusk*.

T: A new sub?

B: Yeah, a new sub. Yeah, the *Tusk*. But I never got on board because the war ended before I could get on board.

T: So you left the *Pampanito* in June, and V-J Day came before you could get on the *Tusk*.

B: Yeah.

T: Now you mentioned that you celebrated V-J Day in New York?

B: Yeah.

T: Maybe you can tell us, first, why you were in New York for V-J Day?

B: I was in New York because I was assigned to new construction, then I was going from all the naval schools to learn all about the advanced technology on submarines. That's what I was studying when I got out.

T: Was that schooling in New York?

B: In New York, yeah. The naval base, navy yard down there.

T: When you got the word that the war against Japan was over, what was your first reaction to hearing that news?

B: It was a great big cheer, and a holler, and everyone was happy. It was a good feeling to hear that it was over with. I had been through enough by that time.

T: How did you celebrate V-J Day?

B: Me? I was a very unlucky guy. When the V-J Day came around, I was in school, and everybody in school had to report, and they went for duty. And I got shore patrol duty.

T: On V-J Day?

B: Yeah. And that's where I celebrated V-J Day. Down at some bar in New York City, walking around with another guy with a stick. But we weren't patrolling too much.

T: What were you doing?

B: Going into the bar and seeing if we could get free drinks! *(laughs)*

T: Were you successful?

B: Yeah.

T: So that was kind of stretching the regulations there a bit?

B: That's right.

T: Well, I'm not going to tell on you.

B: Don't make any difference. That's a long time ago.

T: How were people celebrating that night?

B: Oh, they were all dancing and cheering down the street, and drinking and having a heck of a time.

T: Now, by this time you were married right? You were married in May of 1945, is that right?

Frances Arcement: May of '45.

T: Now was your wife living in New York with you?

B: Yeah.

T: And what was she doing on the night of V-J Day?

B: I don't know, what were you doing? *(turns to wife Frances)*

Frances Arcement: I'm not so sure I was in New York for V-J Day.

T: So your wife may or may not have been with you in VJ Day, we don't really remember.

B: Nope.

T: Now, V-J Day was in August, and you were discharged in November 1945, right?

B: Right.

T: How'd you spend your time, September, October, November? That's three months, what were you doing?

B: Maybe I spent some time with my wife, and the rest of the time I was just sitting there waiting for my discharge, because it took a while.

T: Were a lot of other guys being discharged as well?

B: Yeah, a lot of them were discharged at the same time.

T: Now you were going to school. Was your school stopped, or what?

B: I suppose they quit the school after so many, after the war was over they didn't have any need for the school anymore. I think they abandoned the school.

T: Sure. Now the war was ended rather quickly, and the atomic bombs that we used against the Japanese helped to hasten the end of the war. At the time, Bud, did you feel the US government was correct to use atomic bombs against the Japanese?

B: I think so. It saved a lot of lives, because we didn't have to invade. Because those

people wouldn't quit for anything. And I think that saved a lot of lives on both sides.

T: How have your feelings changed about using atomic bombs, in the years since then?

B: It hasn't changed. I always thought it was a good idea that they did it. Sometimes I think they should have had two more.

T: Why is that?

B: Just because the way I feel against the Japanese.

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T: How have your feelings towards the Japanese changed since the end of the war?

B: For me? Hasn't changed any. I still feel the same. You don't see a Japanese car in my driveway.

T: Would you say that you continue to hate the Japanese like you did during the war?

B: I kind of hate them in a way, but about all I can do is tolerate them now.

T: Now you were discharged in 1945, November, in New York?

B: In New York, Long Island City.

T: Where did you head from then? Did you stay in New York at all?

B: I got discharged at 5:00 in the afternoon and I took the 5:05 out of Penn Station going to Chicago to get to Minneapolis.

T: You were running pretty fast. How'd you get to the train station in five minutes?

B: I got there, but it was pretty close.

T: On the train to Chicago, then up to Minneapolis, or to St. Paul?

B: Minneapolis, yeah.

T: What was your initial reaction to being out of the military?

B: Well, it felt pretty good that I was through with that stuff. A great reaction, you feel pretty good about it.

T: What was the first thing you did? Was there something you were looking forward to doing as soon as you were out of the military?

B: Just coming home, that's all. Getting back to civilian life.

T: What was the hardest thing you faced, readjusting to being a civilian?

B: I didn't have no problem readjusting to being a civilian.

T: How about finding work?

B: Finding work, I always had work and always found work. I was a truck driver. Her dad was a truck driver and she got me into work there on the loading dock. Then I got to be a truck driver. Then I drove truck for (***). Express and a lot of other companies until I finally got back into the electrical union. I got (***)

T: How was the adjustment for someone who was born and raised in Louisiana, coming to live in Minnesota?

B: Oh, it was all right. That wasn't too bad to get adjusted. It got kind of cold and miserable at times, but there isn't a perfect place to live. You know, it's either too hot or too cold. If there was a perfect place, you couldn't get into it, the line would be a million miles long (*laughs*).

T: That's a good way to look at it. I like that. What was the easiest thing for you, Bud, being a civilian again?

B: Easiest thing? Oh, I don't know. Being home and talking to all our friends. That's about it, I guess.

T: In the years after the war, did you find yourself thinking a lot about your wartime experiences?

B: Oh yeah, we'd talk about it a lot. Especially when I'd meet other sub vets, we'd talk about it a lot. Talk about the different things we did. One guy looked for me, Clarence William, (*to Frances*) how long did he look for me before he found me? (*pauses three seconds*) The last year, when we were in Bullhead City [for a reunion], that's when he got a hold of me.

T: An old crew member?

B: A crew member. Then we got together, we wrote letters, and we telephoned, then we talked. Then the following year we were going back to Arizona, so we went down through Tennessee to go by his house, go out and see him. Him and I were pretty close on the boat.

T: Would you say he was one of your closest friends aboard the boat?

B: Yeah, he was one of the closest ones.

T: That was the first time you'd seen him for many years, then?

B: Yeah.

T: What was that reunion like, seeing him again?

B: Well that was great to see him again. Talk about old times. We stayed at his house that night, two nights, in fact. He had a big BBQ for us out there. It was great.

T: In your opinion, Bud, do guys from a boat feel themselves to be closer knit than guys from other branches of the service?

B: I think so, because they're so close together on the boat. You go on a battleship, you maybe only know about twenty guys on there. You go on a submarine and you know everybody on there, you're so close together.

T: And with the space, you can't get away from people on a boat.

B: No, you can't.

T: Sounds like the captain and the officers needed to pick carefully who was on that crew. You mentioned earlier changing twenty-five percent of the crew after a patrol—that was maybe an important thing to remove people who didn't quite fit, for whatever reason.

B: Yeah.

T: That's very interesting. At the time, Bud, during the war, what did the war mean for you then? Why were you doing it?

B: To save our country.

T: Did you think about that concretely, that you were serving a larger purpose?

B: I thought I was doing my duty, to save my own country, that's what I thought about. I had to do it.

T: What about other guys on the boat?

B: I think pretty much the same.

T: How do you think about the war now, or how has your opinion maybe changed?

B: Hasn't changed, it's still the same. I'm glad it's over with.

T: Two more questions here. In what ways did you think the war changed the course of your life?

B: Moving from one part of the country to another. That makes some change. *(pauses three seconds)* Changing from one part of the country to another one.

Everything was pretty the same after that.

T: Did you meet your wife because of the war?

B: I did, yeah. If it wouldn't have been for the war I wouldn't have met her. That's my war bride (*laughs*).

T: That's two pretty good things right there. One last thing: can I ask you to share maybe a favorite personal memory from the time you were on the *Pampanito*?

B: A personal memory?

T: Let's maybe start with an unpleasant memory.

B: On the first war patrol, my watch was in the, at the forward torpedo room. All I had to... not the forward torpedo room, the forward battery room. That's where we had the batteries stored. We had 126 cells for a battery.

T: You had 126?

B: Yeah. They each held 55 gallons of electrolyte. When you get that mixed with saltwater you get chlorine gas, that's a deadly gas. So my watch was in the forward battery room, and depth charges came down, ringing through pretty loud. And all at once I couldn't see. I was wondering why I couldn't see. I had a lantern, a battery lantern, and I shined it in my face and I still couldn't see light. I thought, what the hell is happening? I must be dead on this thing because I can't see light and I don't hear nothing. When I finally found that a coat was hanging on the light, and that's why I couldn't see!

T: But for a split second you thought you were blinded or something?

B: That's right. And the depth charges went off. When depth charges go off, if they're close enough they knock out all the light bulbs. They break them in the base, the vibrations, so all the lights go out. Imagine how dark it is on a submarine at three hundred feet, with no lights in it.

T: You must not have been able to see your hand in front of your face.

B: No, you couldn't see it.

T: Was that, how did you handle, psychologically, those depth charges?

B: Well you listened to hear the patrol vessel around, hear them coming, hear their screws turning. And you could hear the depth charge hitting the water.

T: What sound does it make when it hits the water, like a splash?

B: Yeah, a splash. Then as it goes down, it has to go to a certain depth before they

explode. So whatever depth it's set, you hear the ping, that's a click for the first detonation that goes off, then you count the seconds to see how many, count, to see how long it'd take for the rest of it to explode. Then you'd know how close you were. The longer it took to click the further away they were. Close by, that was real close.

T: What's it like waiting for these things to...?

B: Explode? Oh, it's kind of a tense moment.

T: Do guys close their eyes, or what do you do?

B: I don't remember what I did. Sometimes you'd just listen to it, and you'd hear that click and then you'd just hang on, grab a hold of something so you don't topple over.

T: Were you depth charged at any other time?

B: Oh yeah, we were depth charged many a time.

T: Was that the closest you ever came to being sunk by depth charges?

B: That was the closest yeah.

T: Besides depth charges, was there ever any other attack on your boat?

B: Yeah, there were a lot of other attacks, and we were attacked by another sub once. We don't know if it was friend or foe, but they fired three torpedoes at us. The first one missed us, the second one missed us, the third one hit us and didn't go off. It was a dud.

T: How did you know the torpedoes were coming at you?

B: You could hear them in the water.

T: Were you surfaced when they fired at you?

B: No, you hear it in the water. When you're in the water, you can hear all kinds of noise. You ever put your head under water and listen? You can hear all kinds of sounds.

T: Even through the hull of the boat?

B: Yeah.

T: So you could hear these torpedoes coming.

B: Yeah you could hear those screws turning.

T: And the first two went by you.

B: And the third one hit us. Yeah, I'll show you where it hit us on the side, there's a big indentation about this big around.

T: So this was going pretty fast, this torpedo.

B: Yeah, they go forty-five miles per hour.

T: That would have just blown you guys up in a second?

B: That's right.

T: That was your last patrol?

B: No, I don't remember what patrol it was on. But old George Struda was coming through the maneuvering room hatch. That's one of the torpedo men. He was coming from the aft torpedo room forward. He got right there where it was in the maneuvering room and that thing hit, and he bounced over and fell on me from the vibration of that thing.

T: So it was a pretty serious impact from this thing?

B: Yeah it was.

T: That's a pretty close call, Bud.

B: Yeah.

T: Do you have a positive memory of your time on the ship?

B: I don't know what you want to call a positive memory.

T: Oh a happy moment, or something good you remember.

B: The war ending.

T: In August 1945?

B: Yeah, that was a happy moment. Another happy moment was when we found out where we were going to.

T: On your next patrol you mean?

B: Yeah, on the next patrol.

T: Bud, is there anything else you want to add to the interview?

B: No, I don't think so. I don't think there's too much I can add to it.

T: Let me say, on the tape, thanks very much for being willing to talk with us and sharing your time today.

END OF INTERVIEW