

Wisconsin Veterans Museum  
Research Center

Transcript of an  
Oral History Interview with  
PAUL EVANS

Submarine Torpedoman, Navy, World War II and Career.

2001

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**Evans, Paul**, (1922- ). Oral History Interview, 2001.

User Copy: 2 sound cassettes (ca. 134 min.), analog, 1 7/8 ips, mono.

Master Copy: 2 sound cassettes (ca. 134 min.), analog, 1 7/8 ips, mono.

Video Recording: 2 videorecordings (ca. 134 min.); ½ inch, color.

Transcript: 0.1 linear ft. (1 folder).

Military Papers: 0.1 linear ft. (1 folder).

**Abstract:**

Paul Evans, a New Hampshire native, discusses his career in the Navy submarine service, including World War II service as a torpedoman aboard the USS Raton in the Pacific Ocean. Evans talks about enlisting in the Navy soon after hearing about the attack on Pearl Harbor, boot camp at Newport (Rhode Island), sleeping in hammocks rather than bunks at Newport, and assignment to anti-submarine patrol along the East Coast. After eight months of driving for an admiral in Boston, Evans touches upon attending submarine and torpedo schools in Groton (Connecticut), using the Momsen Lung, learning to operate each system on a sub, and passing physical and psychiatric tests. He talks about earning his Dolphin by passing a series of tests on the submarine at sea. Assigned to the USS Raton (SS-270), he speaks of travelling to Manitowoc (Wisconsin) with his crew and helping finishing the completion of the boat. While in Wisconsin, Evans mentions training in the Manitowoc River, meeting his future wife in Two Rivers (Wisconsin), launching the boat, traveling down the Mississippi to the Gulf of Mexico, and having to repaint the hull because river pollution stripped the first paint job. On the way to the Panama Canal, he mentions being tailed by a German submarine. Evans comments on having shared "hot bunks," lack of laundry machines, water supply for showers and drinking, and food. He details operating the bow or stern planes during dives and standing watches, and he describes his boat's speed and depth capabilities and other technical aspects. Evans recalls someone in Congress made a public comment that the Japanese weren't setting their depth charges deep enough. He characterizes the boat's pharmacist mate, "Moon" Mullins, and describes sinking his first enemy ship. Evans provides an account of submarine war patrols including carrying and laying mines, torpedoing Japanese submarines, destroyers, and armed merchant ships, and maintaining contact with headquarters in Australia. He discusses rescuing American military personal and Filipino refugees. Evans talks about being fired on by an American submarine and getting special leave in Perth (Australia) to cool off the crew's tempers. He speaks of evading a Japanese destroyer and feelings during depth charge attacks. Evans comments on air supply, rough underwater currents off New Guinea, and loading torpedoes while submerged. After World War II, he discusses attending electronics school and duty as boat chief and chief of electronics. He touches on having a wife and two children while in the service. He describes independent duty in Cambridge Bay (Nunavut): transmitting daily maps of the arctic to Washington, D.C., going out once on the mapping airplane, and sending an enlarged picture of Marilyn Monroe after one of his daily transmissions. Evans talks about spending three years aboard the USS Hardhead (SS-365), which

worked as a school boat for the submarine school and as a research vessel with the Underwater Sound Laboratory at Pennsylvania State. He comments on testing acoustic torpedoes, working aboard nuclear submarines, and his civilian career.

**Biographical Sketch:**

Evans (b.1922) served twenty years in the Navy, including duty on nine war patrols during World War II. After leaving the Navy, he worked with X-ray machines at Madison Radiation Center, organized instrument calibration at Forest Products, and retired in 1978. He eventually settled in Madison (Wisconsin).

Interviewed by James McIntosh, 2001  
Transcribed by Noreen Warren, 2010  
Checked and corrected by Channing Welch, 2010  
Corrections typed in by Lauren Kelly, 2012  
Abstract written by Susan Krueger, 2012

**Interview Transcript:**

- Jim: None too soon, here we go. This is the 12<sup>th</sup> of October, 2001. Talking to Paul Evans and where were you born, sir?
- Paul: I'm one of the few "damn Yankees" in Madison. I was born in New Hampshire.
- Jim: New Hampshire, on a farm?
- Paul: Oh, yeah. Truck [?] farming.
- Jim: Oh my, and what year was that sir?
- Paul: 1922.
- Jim: Well, you're a year older than I am, 1922.
- Paul: I'll be 80 in April.
- Jim: Right, I just turned 78. So, then, tell me now--what you were doing on December 7, 1941.
- Paul: Well, I've been asked that many times and as far as I can recollect, it was a Sunday, and the family had gone to church, little local church, Presbyterian Church. For some reason or other or whether I was out late the night before or not, I didn't go when *they* left. So, I turned the radio on to listen to music, time enough to hear Roosevelt talking about the attack on Pearl Harbor. So, I finished my breakfast nicely, and I went about a half mile down to church, walked, and sat alongside my Dad, and I says "War's been declared." He says, "You've go to be kidding." I go, "No." He says, "You're staying home until January."
- Jim: What was that, why was that?
- Paul: They wanted the holidays at home.
- Jim: Oh, he wanted you home for the holidays.
- Paul: Yes, you see I'm the one, I'm one of seven, all boys. And for the record, I was the first one into service and the last one out.
- Jim: Oh.
- Paul: I spent twenty some years in.

Jim: Where were you in the family list, in the middle or top?

Paul: The top.

Jim: You're the oldest boy.

Paul: Yeah.

Jim: So how did you--tell me about getting into military service. How did that go about?

Paul: Well, there was fellow that lived in town that was a recruiter, Navy recruiter.

Jim: Oh, my.

Paul: And I'd known him all my life, so to speak. But up till December of that year of '41, most of us weren't old enough. So he left us alone.

Jim: Sure.

Paul: So, soon as the war was declared I called him, Myers[?]. He says, ah. "I'd like to join the Navy in January." I says, "The family wants me home for Christmas." And he says "Fine, I'll be right down, [Jim laughs] to sign the commitment papers," and he said so the Marines or the Navy or the Army or anybody else couldn't get a hold of me.

Jim: Right.

Paul: And I can appreciate that.

Jim: Sure.

Paul: So on January the 10<sup>th</sup> I headed for Boston, and January the 12<sup>th</sup> I put my hand up and said, "I do."

Jim: You passed all the tests then.

Paul: Oh, yeah. I couldn't now.

Jim: Who could?

Paul: I have plastic knees in, cataracts removed. You know, all the old age frailties--

Jim: Yes, I know all about that.

Paul: Yeah.

Jim: So where did they send you first for boot camp?

Paul: Ah, Newport, Rhode Island. You ever been in Newport in January and February?

Jim: No, no. Not a place to go?

Paul: New England is not really cold, it's damp.

Jim: I see.

Paul: And, ah, I was one of the few local fellows in our whole camp. And that's when I got introduced to hammocks.

Jim: Right.

Paul: Way before bunks.

Jim: Right.

Paul: I remember fellows coming back from night off on town. They'd lose their balance. Out would go a hand, they'd one guy spinning. Out he'd go, and his going out, he'd put a leg or an arm out to hold—he'd knock down fifteen people. [Jim laughs] Just bing, bing, bing, bing, right on down the line. So--

Jim: So, the boot camp lasted what--

Paul: --Twenty-one days.

Jim: Uh huh. That's all?

Paul: That's all.

Jim: Short.

Paul: Walked in, very—you never put a shirt on 'cause you never knew when you'd be lined up for shots.

Jim: But that didn't last long[??].

Paul: No, and see, I don't like water, never have.

Jim: So you joined the Navy.

Paul: So I joined the Navy.

Jim: Of course.

Paul: Yeah, the odds are I could find a place to keep my nose dry. And I did. Then I joined submarine fleet.

Jim: Ah, right after basic did you have the option to go into – or how did that --

Paul: No, the option I had was to go onto destroyers, or go to the 1<sup>st</sup> Naval District out of Boston, ah, the Offshore Patrol. And we patrolled in a 60 footer, gasoline powered, engine powered, patrol boat. And we patrolled—

Jim: This Harbor Patrol?

Paul: That's what it was supposed to be.

Jim: Oh.

Paul: And I wonder why we wound up in Halifax so many times.

Jim: [laughs]

Paul: Yeomen got lost, pretty foggy and pretty rough—

Jim: What was your duty?

Paul: At that time I was seaman, I was just jack of all trades, a gopher.

Jim: A gopher, right. Okay. Now how'd you enjoy your first tour at sea?

Paul: I don't know, I don't remember much. I got seasick the whole trip.

Jim: You remember that!

Paul: Oh, I remember that. I learned you eat out of the wind. [Jim laughs] Christ! If you're not, you're gonna get smeared in the face with it—

Jim: Right.

Paul: --Or you get it on some of the skipper or somebody. They don't appreciate that.

Jim: Yeah, not much, not much.

Paul: From there, let's see, where did I go?

Jim: You did that duty for how long?

Paul: Oh, six months. Just enough time to get my feet wet and a little salt water around the clothing. Then I had an opportunity to go to the 1<sup>st</sup> Naval District in their office as a chauffeur for the admiral. "Well, I'm up in the world now, I'm driving, riding."

Jim: And dry.

Paul: And dry, so I spent there for about, oh, eight or nine months, got tired of it.

Jim: This was based where?

Paul: Boston.

Jim: Boston, yeah.

Paul: And I went to the admiral because I'm with him all the time.

Jim: Sure, how do I get out of this?

Paul: How do I get out of this? I want to get some more training. He says, "Strange you should ask," he says, "we had a request for a billet for a fellow that's going to submarine school--torpedo school and submarine school." "Well," I said "the torpedo school sounds good." That's Newport, again. So we went down to Newport, and again this must have been late fall of '42. I'm just guessing the time—

Jim: Yeah, that would have been about right, about six months

Paul: It would be about right.

Jim: Sure.

Paul: And went through eight months of torpedo school.

Jim: For field tropical?

Paul: Torpedo.

Jim: Oh, torpedo! Oh, yes!



Paul: Ordnance.

Jim: Oh yes, I misunderstood you.

Paul: It's the old Yankee that comes out once in a while.

Jim: Yeah. [laughs]

Paul: One of the instructors was a member of the old Squalus.

Jim: Oh, yeah. I remember that, that went down.

Paul: It went down. They got all the men off of it except about five or six.

Jim: That's when the Momsen Lung [early underwater rebreather used before and during WWII] became famous.

Paul: Yeah, I met Momsen one time.

Jim: Did you?

Paul: Yeah. Yeah, I've been—I've gone through the escape chambers in Groton--from 100--and what is that tower? 140 feet all the way to the bottom with a Momsen Lung. They work.

Jim: They do. They'd better.

Paul: I had dry nose too.

Jim: Oh, really? Where's that?

Paul: And all the way to the top—free ascent, we had a line in front of you, cup your hands around it. Up you go.

Jim: You have to be careful about going too fast, did you?

Paul: Yeah. And your feet were crossed here. The rope came up between your-- the—instep—

Jim: The instep, uh huh.

Paul: And you pinched it and laid back to keep your airways open.

Jim: And how did you slow down? Just by pinching your feet?

Paul: Pinching your feet and pinching your hands.

Jim: Did you count, or did you—

Paul: No, just when you felt you were going too fast.

Jim: I see.

Paul: First, first fifty feet of it, I wore the tank. Knowing this tower was so tall-- how am I ever going to get out of this? Right to the top, and they told us when we were introduced to this thing, they said, "You're going to find when you get to be about seventeen feet there are markings on the bulkhead."

Jim: So you knew where you were.

Paul: So we'd know what depth we were at. And the interesting this is, in the inside of that tower is little pigeon holes--not pigeon holes, manholes.

Jim: Right.

Paul: And that's where the instructors stand back there. They've got a breathing mask, they're breathing oxygen, and if they see you getting in trouble, reach out and grab ya, drop you in there and out the back.

Jim: Oh, my goodness.

Paul: Oh, yeah.

Jim: Yeah, otherwise they'd loose you.

Paul: They'd loose ya. So I popped out of the surface and cleared myself clear up to my knees. Because that last seventeen feet you can't slow down.

Jim: Oh, you're so—

Paul: There's too much buoyancy.

Jim: Too much pushing ya--

Paul: Yeah.

Jim: Yeah.

Paul: And then I was assigned to a submarine—

Jim: So you passed that test?

Paul: Oh, yeah.

Jim: Yeah, so that's what—everybody had to pass that test before—

Paul: Completely pass it, no, no argument about it.

Jim: Right, before they would consider you a submariner.

Paul: Before you—no, before you were allowed into submarine school.

Jim: Oh, I see, before you even got to school.

Paul: You weren't considered a submariner until—

Jim: Right, you finished your school.

Paul: You went aboard ship. Graduating of submarine school which is four months, learning all about boats, going out to sea on them a couple times, and you're evaluated all this time. And then you had to become qualified.

Jim: More tests.

Paul: Yeah, that's something *you* had to do, on the ship *you* were on. I should have brought a Dolphin along to show you.

Jim: Mm hmm.

Paul: Mine was silver. The officer's was gold. And you wore that over your left pocket.

Jim: But they didn't get the Dolphin until you passed a series of tests after you've been to sea on the boat.

Paul: While you were at sea.

Jim: I see.

Paul: That's when you qualify—

Jim: Got it.

Paul: Because you had the time to study and—

Jim: And they had to watch your performance and all—

- Paul: And all of that, and you had to know every operating system on that sub; every operating valve, how to dive it, how to surface it, how to rig it for depth charge, how to rig it for sea, because you never knew exactly what compartment you were going to be in so you had to know all of the compartments. Not only the one you were in, mine being ordnance, I had the forward torpedo room and the after torpedo room.
- Jim: Right, but that wouldn't—you had to know what everybody else was doing also?
- Paul: I had to know how to start and stop engines. Back in the electrician's room I had to know how to put power to the main generators, main motors how to drive the props. And eventually, I became chief electronics man, picked up another school on the way.
- Jim: Mm hmm.
- Paul: And then chief of the boat.
- Jim: Okay. Now don't get too far ahead here. You had just—I want—
- Paul: I'm years ahead now—
- Jim: I know, and I don't want to—I don't want to miss anything.
- Paul: Let's backtrack.
- Jim: So after when—after you started school, did you have another—was there another physical examination that you had to pass?
- Paul: Oh, not *per se*--
- Jim: No? Okay.
- Paul: But we were—the lungs and the hearts were always checked. You know, weight was supposed to be right. I'm heavy now, but—not too heavy.
- Jim: Sure, but I was thinking about—whether you--did they determine whether you would panic in this being underseas in a submarine, that's all.
- Paul: Oh, right away quick.
- Jim: Yeah, how did they determine how you could—whether or not you could stand living like that?

- Paul: You sat at a table, like this—over here would be a psychiatrist and you're here—
- Jim: Yeah, okay.
- Paul: And he says "I've got to find out if you're mentally well enough to handle submarines."
- Jim: Claustrophobia—
- Paul: Claustrophobic, mind you I'm not claustrophobic. He says, "All right, what would you do if you were in the South Pacific"—how did he word that? "And you were, you were in a rowboat." Why I ever was in a rowboat, I don't know. He says, "You saw a Japanese destroyer coming at you." I looked at him and I said, "Well—I think I'd get in my cruiser or my submarine and shoot a couple of torpedoes at them." He says, "Where did you get the torpedoes and the cruiser?" I said, "Same place you got that destroyer." [Jim laughs] "Passed," threw me out. I went into the submarine fleet. I knew guys that he threw out.
- Jim: Is that right?
- Paul: For stupid questions like that. 'Cause they just wanted to see sometimes—
- Jim: How you react.
- Paul: How you react, what sense of humor you've got, are you full of "self," you know. And I had fellows like that. I got to be chief of the boat, and that's where everybody but the skipper reports to you.
- Jim: So, then how long—so you got to school, and what was the feeling like at the submarine school? Where was it, at Groton?
- Paul: Groton.
- Jim: Okay.
- Paul: Well, a lot of it was—and I got some of the papers still at the house.
- Jim: Lot of paperwork, I'm sure.
- Paul: Well, a lot of memory because you go through the submarine--system by system by system.
- Jim: There's so much to learn, I just can't believe how you do it.

Paul: I'm trying to think of an easy system. We have air banks that we charge to about 5,000 pounds pressure with air that's natural air, and we use that for emergency blowing and emergency breathing because there's a lot of oxygen in it. It's compressed, and those tanks are stored in the chamber, in the water, outside of the main hull. The old submarines are double hulled. You have the inside hull, and about two feet away you got another hull.

Jim: And you're [unintelligible] in that space?

Paul: It can be. Most of the time it is just flooded with water, salt water—

Jim: Okay.

Paul: Or filled with fuel oil, diesel oil, fresh water, all of our consumables.

Jim: I see.

Paul: And we can reduce that, and then the officers always—now I'm getting ahead of the story.

Jim: No don't get ahead [laughs].

Paul: They trim ya, they trim the boat. Keep the balance so that the—

Jim: Shift the fluids around so it stays in—

Paul: Yeah, stays level. Well—

Jim: But you when the [unintelligible] start to go to school--there is so much to learn all at once—

Paul: You learn one system a week.

Jim: Yeah, that's what I going to—how they stick it in your brain—

Paul: And the chief of the boat is the one that does all the teaching.

Jim: Right. And this is a lot of classroom and—

Paul: Classroom is sitting on top of you, just sitting on the deck, you're sitting on a bunk. Or if the chief is on watch, and you're not on watch—this is all worked around your, your regular schedule.

Jim: I see.

Paul: You may be around the general table in the control room with your sheets laid out. Or you could go to any of the other qualified people, and they also do a lot of teaching because the more qualified people you have on board, the better and happier everybody is.

Jim: Of course.

Paul: 'Cause there's another man that knows the ship.

Jim: Right.

Paul: And that lasted until you qualified.

Jim: Right. How long did that usually take? For the average fellow?

Paul: Oh, average, if you had any intelligence, oh, probably four months.

Jim: Four months? And then you had enough teaching so that you could be given some responsibility?

Paul: Oh, you had responsibility before. It was--but limiting--limited to what you know.

Jim: I see, got it. So when did you have your first—is this your big—did the tower bit in the Momsen Lung? During that assignment period?

Paul: Oh, before that, before you were even assigned to the ship.

Jim: Okay.

Paul: See I picked the old Raton, the hull number 270, made here in Manitowoc.

Jim: Oh, my goodness!

Paul: Yeah, that's now--

Jim: That's R-A-T-I-O-N?

Paul: Raton. R-A-T-O-N.

Jim: That was your ship, your boat?

Paul: Boat—do you know why it's a boat?

Jim: Because it can be carried in a ship?

Paul: No, because it could be picked up by a crane—definition. Ships--by weight and volume cannot be picked up by a crane. I imagine some of them today could.

Jim: Really [laughs].

Paul: Cranes are bigger.

Jim: I don't know how they could pick up some of those subs by crane nowadays.

Paul: Yeah—

Jim: [laughs] They're *huge*.

Paul: They're huge, and they're also tall—

Jim: The Los Angeles class is a monster.

Paul: Now, see that's all—that's all nuclear, and they've got to have that circulating water. Mine were plain old diesel.

Jim: Okay.

Paul: Diesel--electrics.

Jim: Did you enjoy your—your training in the—in the sub?

Paul: Oh, yeah.

Jim: You found that your four months there was interesting?

Paul: You know why? I came off the farm--farm life starts at about 4 o'clock in the morning. Right?

Jim: Right.

Paul: I could now sleep until 6:30.

Jim: Can't—well, this was heaven. [laughs]

Paul: Paradise.

Jim: [laughs] Paradise.



- Paul: And I had that all the way through schools and all the way through submarine training, and when I got on the submarines I found out what it was to go without sleep. Because sometimes we were down for thirty-six hours, forty hours because we couldn't get up.
- Jim: Okay.
- Paul: People upstairs circling, dropping a depth charge at ya.
- Jim: Okay. We'll get into that later[??]. So, after your four months did they give you a rating?
- Paul: No, I was at torpedo school. I got a rating, I got 3<sup>rd</sup> class.
- Jim: From your basic sub school you then went to torpedo school?
- Paul: Yeah.
- Jim: Okay.
- Paul: Directly.
- Jim: For an additional—what? Two months or more?
- Paul: No, about four.
- Jim: Four months?
- Paul: So I had about two years of training—
- Jim: Yeah—
- Paul: Then I got overseas.
- Jim: Now, tell me about torpedo school then.
- Paul: Well, you learn a torpedo is--this is no secret, it's written up in Time-Life. The old steam powered, and they were steam powered, [unintelligible] would burn the alcohol and they sprayed water into it and up comes the steam. Steam comes out of the chamber, and comes back into the turbines. That was what gives you the propulsion system in the old torpedoes.
- Jim: Right.
- Paul: Now, they're acoustic, they're electric—

Jim: There was a lot of trouble with those torpedoes then, in the war.

Paul: When we first had—because they wouldn't run. That's why I'm here today.

Jim: Okay. We'll save that now. Let's get through this tape.

Paul: You remind me of that.

Jim: I shall. So the torpedo school, was that difficult or hard in particular or not?

Paul: Different. I've always been gifted with my hands. But they're large hands—they're working hands.

Jim: Sure.

Paul: A torpedo is made up of about 5,000 moving, separate parts. You have to learn where each and every part goes and how it's adjusted in comparison to another one.

Jim: Jeepers! A lot more to learn.

Paul: And you learn it.

Jim: Yeah.

Paul: Then you all of a sudden, you're in a torpedo room—again, this I don't know where to fit this—I'm in this torpedo room, and I'm low man on the totem pole, I'm only 3<sup>rd</sup> class. And we were in a room full of a dozen, 18 or 18 torpedoes. To make sure that they will run when we put them in the torpedo tube, and we must do this without starting off ahead of time. And you can do that.

Jim: I see.

Paul: And then you have to learn how to stop them once they get going.

Jim: Because?

Paul: Because they may burn and may melt the thing down.

Jim: Oh, my!

Paul: Oh, my—yeah! [laughs]

Jim: [laughs] With disastrous results.

Paul: Well, that may have been what took the old *Kursk* down, Russian, because they had ordnance explosion in the front room.

Jim: That's what they—so, why don't we—you know how to operate this torpedo, and then you were ready to go to work.

Paul: You're assigned to a ship.

Jim: And you were assigned to the Raton.

Paul: Raton.

Jim: Raton.

Paul: Hit Manitowoc, and when I first saw it, it was sitting on the waves.

Jim: In Manitowoc.

Paul: Being built.

Jim: Oh, really. They sent you out by train to Manitowoc from—

Paul: Yeah.

Jim: The whole crew or—

Paul: The whole crew. That's when we first got together as a crew.

Jim: Before the thing was finished?

Paul: Oh, yeah. We finished—we helped them finish it. That way you could crawl up inside of these tanks—

Jim: Sure.

Paul: To see what's where.

Jim: Before that was obscured after later, right.

Paul: Afterwards you'd have to do it by memory or by once in awhile by a picture or what somebody told you.

Jim: Yeah, but, having seen it beforehand [Paul coughs] [unintelligible] unusual. So—

Paul: We had everybody from the skipper [coughs] on back. And our first skipper was Captain Jim Davis. He turned—

Jim: He was a three striper or—

Paul: No, four striper.

Jim: Who, the captain?

Paul: Yeah.

Jim: On a submarine? Unusual—thought they usually kept commanders.

Paul: Lieutenant commanders.

Jim: Oh, lieutenant commanders.

Paul: That was later on, you see. Now, I'm talking way back when the war—shortly after the war started—

Jim: Then they had a captain.

Paul: You had an excess of captains.

Jim: Ah! What [unintelligible]. Then you should have looked over.

Paul: This guy came from a des—from a submarine.

Jim: Uh huh.

Paul: He'd been on it for four, five years over in the Philippines—

Jim: Sure.

Paul: Knew the South Pacific—

Jim: Right.

Paul: And he'd been assigned the Raton as skipper.

Jim: How many men were on that boat?

Paul: Oh, there must have been ninety-five.

Jim: Ninety-five.

Paul: Eighty-five, ninety-five.

Jim: And your sleeping quarters were—did you share your bunks?

Paul: No, well, yeah, you “hot bunk.”

Jim: You hot bunk?

Paul: Hot bunk.

Jim: And that means—

Paul: That means you take three bunks, you assign two people. No, you take-- yeah, three bunks and you assign two people to it, yeah.

Jim: Yeah, right, so someone’s working all time?

Paul: Somebody is on watch.

Jim: Right.

Paul: Now, that isn’t right, that doesn’t work, three bunks and four people.

Jim: Three bunks and four people, okay.

Paul: There’s room for three people to sleep. When one gets up and goes off to watch the other can crawl in that bunk. The bunk is still hot.

Jim: Yeah, that’s where the term comes from.

Paul: Now, I happen to be one of the few that happened to be assigned to a torpedo room. I had my own bunk.

Jim: Ah!

Paul: Now, you’ve been—

Jim: When did you do the hammock bit? Was that a hammock then?

Paul: No.

Jim: No, I didn’t think so.

Paul: That was a bunk.

Jim: Okay

Paul: Spring, and a three-inch mattress with a mattress cover over it. And the mattress cover, you can get four weeks out of one side, and out of one mattress.

Jim: I see.

Paul: Sleep on one side, the next week you turn it over, then turn it inside out, and put it back on again.

Jim: Right.

Paul: Then it was ready for the trash can. You could never get it clean.

Jim: I'll bet. That's just too many people sleeping on a—[laughs]--Without cleaning it.

Paul: Plus we had no washing—

Jim: How'd you stay clean?

Paul: How'd we stay clean? Showers.

Jim: Oh.

Paul: We made our own—

Jim: What do you mean by washing? From the—

Paul: We had no washing machines.

Jim: You had to--

Paul: You could take a bucket, and that was common.

Jim: Right, but they had a shower for the personnel?

Paul: Yeah.

Jim: You take a Navy-type shower where you--

Paul: Oh, yeah.

Jim: You got wet soap and—

Paul: Wet soap, and then rinsed off.

Jim: And rinsed off, right. Salt water?

Paul: No, ours was fresh, made from salt water in the condensate machines.

Jim: Condensers.

Paul: Condensers. And we ran all the condensate from the air control—the air conditioners, back into the fresh water tanks—

Jim: Right.

Paul: To the shower room.

Jim: Right, and that was drinking water, too.

Paul: No.

Jim: No?

Paul: You didn't drink that.

Jim: Okay.

Paul: That came out of the—ah—evaporators.

Jim: Oh, okay.

Paul: And that's where we ran out of salt on one trip. It happened with the condensators. We had to open up these chambers and scrape the vanes and fins out trying to get the salt out because now we could have bread, fresh bread, flavoring for all our foods. So when we get back in port we found 500 pounds of it down the bottom of the storeroom. [Jim laughs]. We knew we had it on board, but where did it go?

Jim: I bet someone forgot to bring it aboard.

Paul: It was aboard.

Jim: Oh, it was.

Paul: Down the bottom of the storeroom.

Jim: Oh, and no one ever looked.

- Paul: Oh, yeah. They looked, but couldn't find it.
- Jim: Oh, okay.
- Paul: I think the guy who looked was--didn't quite know what he was looking for.
- Jim: Oh, that was a shame. Everybody had to go on [unintelligible]. Okay, so what then--did and you first got—you got down Lake Michigan, went down to Chicago and went through the ship canal, into the Illinois River and then into the Mississippi and out into the Gulf?
- Paul: Yeah, but we did a lot of training when the Raton was coming—first off when the Raton was launched they launched into the--ah—Manit—I think it's the Manitowoc River.
- Jim: Okay.
- Paul: It's not too wide—
- Jim: Then it's not the Lake Michigan.
- Paul: No.
- Jim: It was in the river.
- Paul: It's right off of Michigan.
- Jim: Yeah.
- Paul:” If you're in the city of Manitowoc, you come out of the--I think the 8<sup>th</sup> Street Bridge. You come onto that, and make a sharp turn into the shipyard. And they build these subs parallel to the river.
- Jim: Sure, they put them--push them in sideways.
- Paul: They're launched sideways.
- Jim: Oh.
- Paul: I got a picture at the house of the Raton going in the water—
- Jim: Yeah.
- Paul: And they send a wave of water about ten feet high across the parking lot. The reason I mentioned this, I met a gal up there in Two Rivers, just the



next town, and she's now passed away. We were--she wanted to see where I launched. So we went down to the launching, parked the care where I thought was good and safe [Jim laughs]. Thought we can sit on the fenders, and they launched it, and I said "Watch that wall of water." Guess what—we both got wet! And so did the car.

Jim: I'll bet. Oh, my goodness.

Paul: She says, "You didn't tell me it would be that high." I said, "I didn't remember it being that high."

Jim: Ah, ha [laughs].

Paul: But that's the way it's done.

Jim: Right.

Paul: And the thing sits there and rocks. They have three big hawsers [heavy ropes for mooring or towing] tied from there down to big cleats on the –

Jim: How long did it take you to get that operational? That boat?

Paul: We were operational in about a month.

Jim: Did you do most of your work in the lake, or did you by this time enter the Gulf?

Paul: No, we were in the lake.

Jim: Stayed in Lake Michigan then—

Paul: See, because it's deep water.

Jim: Right.

Paul: And the lake is deep.

Jim: Oh, yeah.

Paul: Now, the ballast is altogether different because of the clearance in weight per gallon, the fresh water is to salt water.

Jim: Geez, I never thought about it.

Paul: Yeah, and you're talking about thousands of gallons. So there's tons of—tons of difference.

Jim: You mean it'd be easier to sink in Lake Michigan than it would be in the ocean because—

Paul: That's right.

Jim: Yeah—well I can see that would make your computations a lot different.

Paul: Yeah, it depends upon where you dive. If the submarine dove near a river coming into the lake, that water is softer water than Lake Michigan is-- again a difference in weight.

Jim: You had all this to do[??] on the submarine.

Paul: Oh, yeah.

Jim: I'll be darned.

Paul: You can't get down or you go whack, whack, down you go.

Jim: Ah, I'll be darned.

Paul: So—

Jim: Okay--and now what does a torpedo man do when you are underway?

Paul: We stand lookout watches, we stand helms-duty—

Jim: Lookout watches on—on the deck?

Paul: Up on the tower, up on top of the conning tower.

Jim: Right.

Paul: Ah--and if you're submerged you run either the bow or the stern planes, which are the diving elements—

Jim: You respond to it by phone or what?

Paul: No, there's a chief of the watch—

Jim; I see.

Paul: Sitting right there, and he'll say "Take me down to 110 feet, three-degree down bubble—"

Jim: And you just—

Paul: Two of us are sittin' there--it is easier for one guy to do it.

Jim: Uh huh, and you can do both at the same time.

Paul: Oh, yeah.

Jim: Yeah.

Paul: The two lift controls are throttles, but for companionship and to check on each other, one guy sits at the stern plane, one guy sits at the bow plane. And when you get down there, down where you're supposed to be, where you're called for, one of you two said, "Hundred and ten feet steady, zero bubble". The chief confirms it, calls up to the skipper up there or whoever it was that called down that; "At depth, umpteen feet zero bubble."

Jim: And you're level.

Paul: And we're level. If they want a one-degree down-bubble for whatever reason, we could put a one-degree down-bubble--tip it—

Jim: Just put that plane up just a little bit puts you down.

Paul: Put it down, but you wouldn't hit it, push it down.

Jim: Oh, okay.

Paul: Put it this way, and we're level.

Jim: Okay. But, down there aren't there planes like that in the front of the boat?

Paul: Up on the bow, yes, those are retractable.

Jim: I see. So really you could—the up and down is controlled back in the stern, is that what you're saying?

Paul: No, they're controlled from the middle of the ship in the conning tower, both planes in conjunction with each other.

Jim: I see.

Paul: If both planes were elevated up you're going up. But, if I take this one and tip it down a little bit I'm going to go down, but slower because I got this one coming up. Now, I'll lift the stern, give me a down angle--I can go

deeper now because all I have to do is tip this other plane, and psst--the goal is always to get to 100 feet in ten seconds.

Jim: Is that hard to do?

Paul: Not when we learned how. You could do it in six.

Jim: Oh, my gosh! That's quick.

Paul: That made no mistakes—

Jim: Oh, I know.

Paul: Everybody doing their jobs, and this from the time when the diving alarm sounds, and that got everybody off the bridge, hatches shut, the ship in dive position, that means all the tanks shut, opened, flooding, and then blow them to a certain point where we could come back on line.

Jim: A lot of coordination required here.

Paul: We could go down to 300 feet.

Jim: That was your—your redline, was 300 feet?

Paul: Well, it was supposed to be. We found our ship could go down to 600 [Jim laughs], very easily.

Jim: No one had even imagined at the time?

Paul: Yeah, because we were all at around 300—312 feet.

Jim: And you thought that was—

Paul: That was design depth.

Jim: That could be the maximum depth—that the boat could stand?

Paul: No, that's the way it was designed for.

Jim: Ah, I see.

Paul: But somebody had sent through--it was mostly valving, because I've seen stems come right out of valves, hit the vanes and out they come.

Jim: Geez.

- Paul: We're down too deep.
- Jim: Right.
- Paul: Come back up, keg the valve, back at it. Now, we know the rest of the ship now can go down, say, 400 feet. We put Tojo up on top of the [unintelligible] fleet—destroyers. All of a sudden he drops one close. Now you're down at 500 feet, check for leaks. No leaks, okay, skipper says, "Check for 550." Turned to the controller, "And be prepared to bring us up."
- Jim: Be quick.
- Paul: You know, because we want to find out—
- Jim: Yeah, sure.
- Paul: We found out 600.
- Jim: That was the max?
- Paul: That's all we want, we were enough. Until—I don't know, we were told--we were all of a sudden started to get depth charging, down at 400, 500 feet. Why were we getting depth charges down there--because everybody knew that these ships could only go 312 feet.
- Jim: Ah.
- Paul: It seems that back in Congress--the need to know got out to the need to tell. They say, "We're not losing our submarines where we have scheduled or where we have planned because the Japs aren't setting the depth charges deep enough."
- Jim: Wonderful.
- Paul: Wonderful, we got their ships ahead of us the next day.
- Jim: I can't believe someone would say something like that.
- Paul: Oh, yeah. That's what irks me about what's going on now.
- Jim: Too much talk about what they're doing?
- Paul: Yeah.
- Jim: I'd prefer to just leave the guys alone and let them do their job.

- Paul: Did you watch Reilly[??]?
- Jim: No.
- Paul: He's [unintelligible] journalist. He tangled with Newt Gingrich[??] last night. Newt[??] almost got out of the chair and [unintelligible].
- Jim: Oh, really? How many—how long did it take you to get down to the Gulf? From Manitowoc?
- Paul: We traveled by—see the Mississippi River is too shallow. That's probably from anywheres from twelve to twenty-five, thirty-five feet.
- Jim: So, you went down on the surface.
- Paul: We're the surface most of the way. Before we went into the Chicago Sanitary Drainage Canal—going down to Lockport we were—we'd do all of our tanks dry except to all about 2000 gallons of diesel fuel in case we had to run one engine. And we went by ourselves all the way down to Lockport. At Lockport we pulled over to one big pier, and ahead of us was the, ah—paddle-wheeler Minnesota.
- Jim: Lockport is on the Mississippi?
- Paul: It's on the Mississippi just in—below Lockport is over—
- Jim: Near Quad Cities? Or south of there?
- Paul: It would be east of it.
- Jim: Oh, okay.
- Paul: On the Mississippi, yeah. I haven't really looked for—I don't really know—it's in that area.
- Jim: Okay.
- Paul: But, here's the old Miss—the old Minnesota in there, with a floating dry dock tucked down behind her—or in front of her.
- Jim: Sure.
- Paul: And we had to get around and get ourselves in that--up on chocks.
- Jim: Oh, my.

Paul: Flood it down, and they start the pumps and up we come dumping out water and—

Jim: Sure.

Paul: Draining everything—and, ah—

Jim: That where you got through the locks?

Paul: We went the rest of the way down, and those of us that made that trip had to clean the hull and re-paint it.

Jim: Oh.

Paul: Because the Chicago-sentry gate, you know, at that time dumped raw garbage, raw sewage in there, and it boiled because it was so strong.

Jim: Oh, my.

Paul: Don't fall in it—

Jim: Too much acid.

Paul: Well, yeah. It ate the paint.

Jim: Ate the paint.

Paul: It had chromate paint on it, the yellow-orange paint—

Jim: Red lead.

Paul: Red lead. But there's no lead in it.

Jim: No, I know, because everybody talked about it.

Paul: Yeah, red lead. Well, it ate that right down to the hull.

Jim: Jesus.

Paul: So we had to re-paint everything external. It didn't matter, all the officers were out there, too.

Jim: Good.

Paul: We had one officer sitting up on the bridge. Just for records--it was a Navy ship under way and under the command of this officer.

Jim: How many officers did you go through?

Paul: About ten.

Jim: Ten.

Paul: And most of them were lieutenants and lieutenant commanders. Captain Davis was only with us two patrols, and he came back and got a Pentagon job or probably Department of the Navy.

Jim: Well, he was older, yeah.

Paul: Yeah, he's older—

Jim: Sure.

Paul: They needed his expertise back there, and our executive officer took command.

Jim: Sure.

Paul: Kimmel--and Admiral Kimmel was this guy's dad.

Jim: Dad?

Paul: And he was in Hawaii—

Jim: Yeah, I remember.

Paul: When the war started.

Jim: Yeah, I heard about him.

Paul: So—

Jim: Right, so when you got down to the Gulf, then did you head to—

Paul: We spent a week down there re-fitting ship, painting, cleaning, storing our own gear, storing spare parts, because a lot of this stuff just went aboard. We had workmen all over the ship.

Jim: Where did you pick up your torpedoes?



Paul: Down there.

Jim: When you were down in the Gulf.

Paul: Down at New Orleans.

Jim: Mm hmm.

Paul: And that's where we were introduced to Mardi Gras—

Jim: Sure.

Paul: And we traveled in New Orleans. That's quite a city to visit.

Jim: I used to live there.

Paul: You used to live there?

Jim: Yep, I know all about New Orleans. So, you had to go through there—the Panama Canal now **[End of Tape 1, Side A]** to get out to the Pacific.

Paul: Yeah, well, we went out into the—went out into the Atlantic first, Gulf. We got—we got—

Jim: You went on patrol in the Atlantic?

Paul: No, just traveling, going to the Gulf. We were heading toward Panama. We got about, oh, I believe it was just south of Cuba, down by the Yucatan Peninsula, down in that area where we picked up a merchant-man. And also unbeknownst to us we picked up submarine, not our.

Jim: Who—how—

Paul: We'd go—we got out of way. And they hunted for us for—they tailed us about, oh, thirty hours.

Jim: A German submarine? The German was looking for ya.

Paul: Oh, yeah he was—and we radioed back to the planes--back to Louisiana and the next day we got word "Trouble gone."

Jim: Oh, my. Do you think that you were—you were not assigned yet in the combat area, is that the reason you didn't take on the—

Paul: Yeah, plus our torpedoes weren't ready either.

Jim: Ah.

Paul: See, we had to work on 'em.

Jim: Oh, okay.

Paul: Get them prepared, ready, charged up with air, [Approx. 20 pause in recording. Tape then resumes back where Paul says "Oh yeah, he was—""] made sure the alcohol was full, the tanks—

Jim: How fast did those torpedoes run?

Paul: About 25 knots.

Jim: That's pretty good. Now, you had two diesel engines to power your boat. How fast did they push that along? On the surface? Four under water?

Paul: Five.

Jim: Five under water?

Paul: Pretty sure [??] [unintelligible] five diesels.

Jim: There were five diesels? I thought you said you had two diesels.

Paul: Two diesels, the main motors. They in turn charged the batteries.

Jim: Oh, I see.

Paul: We had another pair of motors behind the other two diesels, and they could also charge batteries however you put on propulsion. And then we had what we called the dinky—

Jim: Yeah, the fifth one.

Paul: The fifth one—that sat between the two big ones. And they were all—all Fairbanks from Beloit.

Jim: Sure.

Paul: They were monsters.

Jim: Now, did you [unintelligible] this with the diesel engine?

Paul: Yeah.

Jim: And it was reliable?

Paul: They ran whenever we wanted them to [unintelligible].

Jim: Sure, and they ran on oil, right?

Paul: Diesel fuel.

Jim: Diesel fuel, right.

Paul: Yeah, I call it diesel oil.

Jim: Diesel oil, yeah, okay.

Paul: It's a heavy--

Jim: Sure.

Paul: Hardly burns, that's what makes it real safe.

Jim: [laughs] Right.

Paul: But we could get underwater—ah, I think the records will show you about 12 to 13 knots.

Jim: Yeah, I see that. What did you get on the surface?

Paul: We could get about 26.

Jim: That's good. That's pretty fast on the surface.

Paul: Yeah, what you do is you trim down your stern a little bit and raise the bow.

Jim: [unintelligible]

Paul: Or you could go [unintelligible]. No, and that's what your looking for.

Jim: A speedboat [??] [unintelligible].

Paul: Yeah, [unintelligible].

Jim: Why, sure.

Paul: And that's what you're looking for when you're on the ship.

Jim: When you doing duty up on the conning tower, you watched on watch, you had big—big binoculars?

Paul: Yeah.

Jim: Did that have compensation for night, or did you not watch at night?

Paul: The only compensation was your own eyeball.

Jim: But you did you do you watch at night, too?

Paul: Oh, yeah.

Jim: If you were on the surface.

Paul: Four hours on, eight hours off.

Jim: Right, but I'm trying to think—what you see on the surface at night.

Paul: No, well, yeah, we'd go up[??] and check batteries.

Jim: Yeah, but you needed to get some air, didn't ya?

Paul: Right, and re-charge all of our tanks that used the air, and the fresh air from outside coming down—

Jim: Recycle the air--

Paul: Compress it, 3000 psi in these tanks with no bubbles[??].

Jim: How long did that process generally take you if you'd been down quite a while?

Paul: All night.

Jim: All night?

Paul: If they caught us on the surface at night, we'd dive.

Jim: Sure, you had no choice.

Paul: We had no choice—get out of there. You're also shut down so all that you've got showing is the conning tower.

Jim: That's when you sit on the surface or just below--

Paul: So they can't see ya.

Jim: Right. So the only thing they see looking out would be the conning tower.

Paul: You can't see it out on the horizon. We're painted the light blue, grey-blue, which is water color. You could sit out and most guys[??] wouldn't see ya.

Jim: You would, I wouldn't know it

Paul: Your eye or my eye, my eye would probably see 'em. These two might not now. But they're just a blip on the horizon.

Jim: Interesting. Tell me about your food. Did have every—

Paul: The best there is.

Jim: Right. Did you ever have a problem—did you ever run out or anything like that?

Paul: No.

Jim: What type of meals did they serve?

Paul: Well—

Jim: In the Pacific did you store meat or eat it[??] frozen?

Paul: It was frozen.

Jim: And fresh fruits and vegetables?

Paul: No, we didn't have them.

Jim: Oh, you didn't have them.

Paul: We had the first week we were out, but we had canned—fruit salad. Fruit bits in sugar—

Jim: Fruit salad.

Paul: Fruit salad.

Jim: [unintelligible]

Paul: Fruit cocktail, yeah.

Jim: Meat?

Paul: Meat, fresh meat--fresh meat.

Jim: Fresh meat.

Paul: Six months old.

Jim: So frozen.

Paul: Oh, yeah, frozen solid and we had all kinds of hamburger because you see the Navy was probably—they contracted for so much. We could buy all the cereal as we wanted, but if we took cereal we also had to take so many pounds—

Jim: Of hamburger?

Paul: Of hamburger or pork.

Jim: That was a Navy rule?

Paul: All of us went to sea with hamburger and pork, pork patties, sausages--so our cooks were quite ingenious about making the—

Jim: Did everybody stay pretty healthy aboard ship? Or boat?

Paul: As far as I know, I never saw any down on our ships, but on one ship a fellow came down with appendicitis. He was on our ship later on, in Tokyo Harbor.

Jim: Great spot.

Paul: Picked a good time.

Jim: Oh, my.

Paul: He was operated on by the pharmacist mate.

Jim: You didn't have a physician on--

Paul: Just a pharmacist.

Jim: The pharmacist mate first class, and that was your--

Paul: That's it.

Jim: The pharmacist mate must have been pretty well trained too.

Paul: They were the best of the crop.

Jim: I'll bet[??].

Paul: Our pharmacist mate was with us for six or seven patrols. I never knew his first name, we'd always call him Moon.

Jim: Moon?

Paul: Moon--his last name was Mullins.

Jim: Oh.

Paul: You know from the old cartoon—

Jim: That old--yeah.

Paul: The kids today wouldn't know what Moon Mullins is. But I've seen him go into a galley, two slices of home-made bread, open up the chest freezer we had in there, take out ice cubes stick them on top of the sheet, on the slice of the bread with the other ones up, and then go on watch.

Jim: He'd have an ice sandwich?

Paul: Ice-cube sandwich.

Jim: [laughs] That's what he did?

Paul: That's what he--day in day out.

Jim: I would think the bread would be so mushy you couldn't--

Paul: Oh, it was—like paste. I tried it one time.

Jim: [laughs] It didn't catch on—

Paul: No, Moon still did it though.

Jim: Where was he from?

Paul: New Orleans, he was Louisiana.

Jim: Mm hmm. All right, so off we go to get food, was getting out--was that a problem?

Paul: No, we operated down there for about two months. We went out with destroyers, the destroyers and all of the subs, and, ah, fired torpedoes, proving range, you know—

Jim: How did you fire—what did you fire them at?

Paul: Oh, they put a tiltin' target, some pontoons towed behind a big tug about 300 yards away. This was usin' [??] exercise heads [??].

Jim: Yeah. Was it hard to hit those targets?

Paul: We didn't try to hit them, we tried to go underneath them. But that's about \$80,000 if you hit them—with subs [??].

Jim: Oh, well.

Paul: We stayed just under 'em.

Jim: I'll be darned. So when did you head out to the Pacific, do you remember? Was it the fall of '42 or—

Paul: '43?

Jim: --'43?

Paul: '42.

Jim: '42? Six months after you joined?

Paul: No, '43, it must have been.

Jim: I was gonna say, '43. You had so much training, I would imagine.

Paul: We had a lot of training.

Jim: Uh huh

Paul: This was not in the submarines.

Jim: Okay.

Paul: It's common with the submariners. We had extensive training.



Jim: Really.

Paul: Boot camp was very short.

Jim: Yeah, you said that—

Paul: But of our skills, they had to train us 'cause they weren't off the farm. I know how to shovel manure

Jim: But they--

Paul: They don't have that.

Jim: That's right, that's a talent that wasn't required.

Paul: No, that's not required [Jim laughs]. No it must have been October, and we pulled into Perth, Australia.

Jim: That was your first stop?

Paul: Yep.

Jim: That's a long boat--

Paul: Now, wait a minute, wait a minute.

Jim: Didn't you stop in Hawaii?

Paul: I guess we did.

Jim: Probably just to pick up fresh food.

Paul: Fresh food and top off the fuel tanks.

Jim: Oh.

Paul: We were there for about four to five days, and we spent the time over at ah—what's the big hotel there at Pearl?

Jim: The Royal Hawaiian.

Paul: The Royal Hawaiian.

Jim: You get in trouble over there?

Paul: No.

Jim: You didn't go out, you didn't chase around?

Paul: We were too young to get in trouble.

Jim: Ah [laughs].

Paul: A lot of our fellows did.

Jim: I'm sure, I'm sure.

Paul: No, at that time I was only nineteen.

Jim: All right.

Paul: You see that was a long time ago.

Jim: Yes, I know. So then from there you went to Perth, and you didn't operate from Hawaii to Perth?

Paul: No, not really.

Jim: Okay.

Paul: We left Hawaii, we came down past New Zealand into Brisbane.

Jim: Yeah, I was gonna say, Perth is on the west coast.

Paul: Yeah, on the east coast.

Paul: Brisbane is.

Paul: Brisbane—we topped up and fueled everything. Kept—treated royally to—by the Australians. That's quite a place to go to, and we went on our first war patrol out of there.

Jim: Okay.

Paul: And we hadn't been gone 24 hours.

Jim: You found your first target?

Paul: No, they found us.

Jim: Oh, my!

Paul: Oh my, is right.

Jim: When you went out on those tours then, you were alone? All this [unintelligible]--

Paul: Well, to begin with, yes. During the middle of the latter part of the war we went out as wolf packs, three at a time.

Jim: Okay, we'll—that's later, so--

Paul: But that's coming up way back.

Jim: Okay. So, here we are out the first few hours of—

Paul: We saw water, we saw wake in the water--so the tricks are to get away from it.

Jim: They spotted you before you spotted them?

Paul: Yeah, they were submerged, we were on the surface.

Jim: Oh, my!

Paul: We didn't stay on the surface much after that.

Jim: Right.

Paul: We learned—

Jim: So the destroyer had you spotted and on it came.

Paul: Oh, this was another submarine.

Jim: Oh, another submarine.

Paul: Yeah.

Jim: Oh, I misunderstood ya. A Japanese submarine?

Paul: Yeah. They were all over the place.

Jim: That was your first war encounter was with a Japanese submarine [unintelligible]?

Paul: Yeah.

Jim: I'll be damned.

Paul: That's where we started, fired a torpedo and sunk him.

Jim: Did he fire on you?

Paul: Two.

Jim: How'd he miss?

Paul: Fired them too far apart.

Jim: They were on either side of you?

Paul: Yeah.

Jim: Lucky.

Paul: We just stayed right—headed right almost to him.

Jim: So you offered him no surface to shoot at really.

Paul: Just a very narrow profile.

Jim: Right.

Paul: His two torpedoes were out here—we're in here.

Jim: So that was a direct shot for you.

Paul: Well, we waited until he came up to see what happened.

Jim: Oh, my.

Paul: We had our deck gun ready.

Jim: Oh, you didn't shoot a torpedo at him—

Paul: No.

Jim: Your deck gun was a three-incher?

Paul: Four-inch 50.

Jim: A four-inch 50, well, a little bigger. Well, you could take his conning tower down with that.

Paul: Punch a hole in his hull, too.

Jim: That good?

Paul: Sure.

Jim: I didn't know that. I didn't that'd put a hole in this.

Paul: Oh, yeah.

Jim: And that's what you did?

Paul: Put a hole through the conning tower—

Jim: Yeah.

Paul: Pull in through the oil tanks and into the hull.

Jim: That was the end of him.

Paul: Armor piercing, you bet.

Jim: Well, that was quick.

Paul: We shot three.

Jim: Three shots.

Paul: He didn't shoot any.

Jim: Very good, that's good shooting.

Paul: Submarines' most vital time—most dangerous time is when they first surface.

Jim: At that moment, you mean.

Paul: At that moment. And we knew he had to come up.

Jim: Right.

Paul: Curiosity killed the cat.

Jim: [laughs] But you [unintelligible] the guns trained on the area.

Paul: Well, we had the guns up. The crew was--the crew was on deck.

Jim: You were ready to shoot.

Paul: Yeah.

Jim: Boy, that must have made everybody happy.

Paul: Well—we had steak for supper.

Jim: [laughs] I'll bet.

Paul: We had a lot of steak.

Jim: Good, so then where was your next encounter?

Paul: Oh—

Jim: Well just stick with the—were you looking for anything particular?

Paul: No.

Jim: You were just out there—the whole area.

Paul: We were assigned a square area, a block.

Jim: Right.

Paul: Latitude, longitude, latitude, longitude.

Jim: That was yours.

Paul: That's ours.

Jim: Got it.

Paul: No other American sub goes in this--if they transit they call back to headquarters, and they call us--ship number so and so, hull number so and so, transiting US area through the hours of this to this—don't shoot.

Jim: How did your radio communications work when you're underwater?

Paul: Well, we had a lot of stuff that is just now becoming out. Our antenna wire was buoyant.

Jim: Oh, I see. It sat right on the surface?

Paul: Laid on the surface.

Jim: Yeah.

Paul: And then down—

Jim: Sure.

Paul: And we were running at periscope depth. We'd raise up the radio antenna, it was just at water level. Here trailing behind us is the—

Jim: Wire.

Paul: Wire. We could transmit 1000 watts.

Jim: Good. So you were in good communications with home base at all time.

Paul: Yeah, yeah.

Jim: Well, I suspect that was important.

Paul: And voice-based by those that were close to us.

Jim: Let me hear that again.

Paul: By voice communications, when we were close enough to somebody else on the surface, or we used SONAR [sound navigation and ranging] to communicate with--talk over that.

Jim: Sure.

Paul: Modulate the pinging signal, send your voice out--plus that's great for anybody who wants to listen to it then.

Jim: That's open stuff.

Paul: Its open then, and you could play psychological warfare with that thing.

Jim: [laughs]

Paul: You could.

Jim: How'd you do that?

Paul: Oh, tease 'em a little bit, "You can't find us," and "Ha, ha, ha."

Jim: That stuff.

Paul: “You couldn’t hit us with a broadside.”

Jim: How did you do that in Japanese though?

Paul: We had one fellow that could talk Japanese.

Jim: Oh, my.

Paul: We were one of the few ships that did. But just by accident. He loved it.

Jim: I’ll bet, I’ll bet. That must have surprised the Japanese—

Paul: I don’t know.

Jim: Hearing a voice like that.

Paul: We got several of their destroyers, and he said “Keep this thing on long enough long enough they’ll turn around and chase ya. That’s just what we want.”

Jim: For them to turn.

Paul: For them to turn and come toward us. And we had four torpedoes sitting back in the back end—in the stern, heading straight up. Many the time at night I’d get a phone call from the PA, the PA system coming back to us in the room, “Chief, get tubes ready now, zero depth, zero degrees.” Oh, I’m sitting there, a four-handed paper hanger—you know, opening up valves, and flooding things and—we’d never sleep deep when we’re out there. You know what I mean?

Jim: When you’re down at depth, you know you’d never sleep? Is that what you mean?

Paul: No, I don’t go to sleep and sleep the way I sleep now.

Jim: Oh, of course.

Paul: I sleep real light. You will find most submariners do that. And you let a motor make a different sound or noise--you’re awake. So the 7:00 “C” comes off—that’s our communications between the torpedo rooms, up the maneuvering room and the control room. And they can always get ahold of the three ships—the three rooms. And “Make all tubes ready, zero degrees”—in other words, shoot them straight out, allowing no spread—



Jim: Zero degrees, is that—I mean horizontal or not left and right? Not up and down?

Paul: No, zero depth, too.

Jim: Zero--you mean on the surface?

Paul: Yeah.

Jim: Okay.

Paul: They'll run skimming the surface, zero to five feet and they're going like this—they're porpoising.

Jim: Mm hmm.

Paul: Take a rowboat to get away from them.

Jim: [laughs]

Paul: It does. And if the rowboat hadn't been in the right place and the thing comes up to surface the rowboat's gone.

Jim: Right.

Paul: The destroyer's sitting back there and he sees one, he can't dive. They're already coming to us—

Jim: Oh, so anyway he turns he's gonna be hit.

Paul: We got a bigger target, and we got one alongside of it, too, coming, about a degree and a half away. One the other side of it, another one a degree and a half away. So he's covered for about seven or eight degrees. There's no place he can go in there except down, and we're putting him there.

Jim: When they say to get your torpedo tube ready, that means you flood 'em.

Paul: Flood 'em, get the impulse portals charged, it blows them out, they don't run out.

Jim: Oh, they don't.

Paul: Not the steam ones.

Jim: Oh, they're shot out—

Paul: They're shot out.

Jim: By steam?

Paul: No, by compressed air.

Jim: Compressed air. Well, what fires the compressed air? Electricity?

Paul: By hand. Hit a valve.

Jim: That's all.

Paul: Hitting a red firing button.

Jim: Mm hmm. That's always at the ready, the compressed air is always ready?

Paul: Oh yeah, because to make it ready I put a lot of noise in the ship. Our ship--and it could be that the guy's out there's listening to sonar. Why let 'em know what you're doing?

Jim: Right.

Paul: So we sit with everything ready. I have a guard on top of it. Hammers. It takes about two seconds to fire a four inch--bing, bing, bing, bing. And it's gone.

Jim: I bet when they'd heard that though, but they'd know what you're doing.

Paul: But they're too close.

Jim: Yeah.

Paul: They can't get—they can't get away.

Jim: I see.

Paul: We'll wait until they're, oh, 1,500 yards to a 1,000 yards.

Jim: So the noise doesn't make any difference.

Paul: They're making more noise on their ship—

Jim: Yeah, that's true.

Paul: With props. And you can feel our ship just the second you fire torpedoes.

Jim: The [unintelligible] is bouncing?

Paul: Lurch.

Jim: Backwards?

Paul: No—

Jim: No?

Paul: Just lurches up because you've lost, oh, about eight ton. Whish! Gone.

Jim: Oh, four torpedoes, yeah. How many torpedoes did you carry?

Paul: About thirty-six.

Jim: How heavy was this boat?

Paul: 310 feet.

Jim: I just can't imagine you get thirty-six torpedoes in there.

Paul: They had been sleeving around them.

Jim: Ah yeah, I understand that, yeah. [unintelligible] around 'em—

Paul: We had two, four, six, eight, ten--sixteen torpedoes forward and eight, eight and sixteen—twenty-four.

Jim: Twenty-four.

Paul: That's what we carried.

Jim: Twenty-four is what you carried. That's a lot of torpedoes.

Paul: And double that in mines if we had to carry mines.

Jim: Oh.

Paul: Oh, yeah, we could lay mines, too.

Jim: Oh, I didn't know that. How did you lay mines? You dropped the--

Paul: The same way.

Jim: Or you shot them out?

Paul: Shot them out.

Jim: Were those the—what type of mines were they? Contact mines?

Paul: Ah, more contact mines.

Jim: Yeah.

Paul: We'd sneak into a harbor, blow 'em out. We'd set the depth on 'em and wait on the bottom. We'd go to the bottom, and slowly unwind the cord 'til we got to the height—the depth we'd set.

Jim: Sure.

Paul: Usually four to five feet below the surface. And let them sit—right in the middle of the path.

Jim: How long did your first patrol last?

Paul: I think the first one was a fairly short one. Ah about—I was gonna say sixty days.

Jim: Was that an average? That was less than average for this.

Paul: That was a little bit less than average. We made some patrols a hundred and twenty days.

Jim: Of course it probably depends on how many torpedoes you used, too.

Paul: Well, that and how good the shooting was.

Jim: Sure.

Paul: Toward the end of the war things were pretty quiet.

Jim: Sure.

Paul: There weren't enough ships around.

Jim: Right. Well, tell me about your first [unintelligible] the cargo ship you sunk?

Paul: Well, we were up north of the Philippines. The Battle of the Philippines we been in support to MacArthur and his group, and we were up in what

they called the Leyte Gulf. That's on the west side of the Philippines in the South China Seas, and we'd been doing patrol duty, just watching, picking up survivors if we had to and we had—

Jim: Oh, really?

Paul: Yeah, we did—subs do everything.

Jim: Where the hell could you store them?

Paul: With the hot bunk system.

Jim: Huh. “Well, we were glad to be picked up, so—”

Paul: Yeah.

Jim: Most of these were people who were shipwrecked, or were they aviators?

Paul: Both--and Filipinos, getting out of the Philippines.

Jim: Ah.

Paul: They didn't care where—just out. And we'd run across 'em, four or five—

Jim: They were out in a raft or something?

Paul: A little--little fishing boat. You know all of a sudden a great-big 300-foot submarine surfaces along side of—

Jim: You bumped 'em.

Paul: They'd look at us, we look at them, and the skipper or somebody would up come with an American flag. They'd reach in there and get that Filipino flag. “Come on.” So we wanted them to come over and tie up alongside and come aboard. And one of them wanted to take his statue of Buddha. I'll never forget it--an old timer. And he tossed it up to one of us on the deck, but he didn't toss it high enough.

Jim: Uh oh, hit the side.

Paul: Hit the side, splosh, into the water. I thought he was gonna have a fit, but he still came aboard. And could he cook rice—

Jim: Oh, my.

Paul: You've never tasted rice like that.

Jim: How did they—were they out fishing or they, what were they doing out there?

Paul: Escaping and fishing.

Jim: Just escaping from the Japanese.

Paul: Yeah. The Japs were real rough on them.

Jim: I know.

Paul: Yeah, I traveled the whole Philippines all from one end to the other, had a brother over there, and I finally found him.

Jim: Oh, really.

Paul: So we spent—

Jim: What was he in—what service?

Paul: Army. He went ashore with MacArthur.

Jim: Oh, in Leyte Gulf.

Paul: Yeah.

Jim: So did you sink a lot of merchant ships?

Paul: Mostly merchant.

Jim: Yeah, those things should be pretty easy for you because they couldn't run away from you.

Paul: Yeah, but they carried a lot of guns.

Jim: Oh, I didn't know about that. Tell me about this.

Paul: Well—

Jim: You mean they had six-inch guns?

Paul: The same as we did.

Jim: Four inch 50s.

- Paul: Forty inch—the 40 millimeters.
- Jim: Well, they could do damage to your boat.
- Paul: Sure.
- Jim: Sure, but if you're below surface you could just stick that torpedo on them and they couldn't get you.
- Paul: Yeah, so they'd feel you out. See, now what you do is take a profile of it, then look at Jane's—the book on *Jane's Ships*, and so you see that thing is supposed to be so many feet long with such a beam on it and can do so much. "Ah, it's got this bow[??] on it." Jane's is pretty nice because it told everything about everybody.
- Jim: Kept you out of trouble.
- Paul: Well, it let us know what kind of thing we are dealing with.
- Jim: Right.
- Paul: And we fire--always fired three torpedoes at these guys: one to hit at mid-ship, one to just lead it, and one to go just behind them. If he slows down, the one behind gets him in the middle and gets him. If he speeds up, the front two got him.
- Jim: You got him either way.
- Paul: We bracketed.
- Jim: Well, it really only took one of those torpedoes to sink him, right?
- Paul: Yeah, yeah. We fired—we fired at one merchant ship, and we didn't see it, and the radar didn't tell us it was there. It was one behind him a thousand yards away. We got both of them.
- Jim: Great, very good. Great shooting.
- Paul: This one that missed this with it went back and hit the other one dead center. And now--that was a tanker. That thing blew up—"What the hell did we get?"
- Jim: It must have seemed like daylight out there for ya.
- Paul: For a little bit. Then all of a sudden, it psst, gone.

Jim: Right.

Paul: It sunk quick, no blew up.

Jim: Right.

Paul: And we got destroyers that same way.

Jim: How many destroyers did you sink?

Paul: Oh, I should have brought that book with me.

Jim: Well, roughly—

Paul: I think about five.

Jim: That's good. That's hard to hit. Those guys move pretty fast.

Paul: Well, you don't normally go after them.

Jim: Right, because they've got more trouble for you then you have for them, really.

Paul: Because they're faster, they could turn.

Jim: Okay. But now you'll have to tell me about being in—one of them put you down. Tell what was that like.

Paul: Yeah, that was one of our own ships, though, our own submarine.

Jim; They put you down?

Paul: Well, scared the bejesus out of us.

Jim: Well, what—tell me the story.

Paul: We were on station, within our square, and the other ship was just north of us in his square.

Jim: The other sub.

Paul: The other sub.

Jim: American submarine.



- Paul: We get intelligence information to us, to both of us, that there is a Japanese submarine loaded with gold and VIP's, whatever it happened to be—"Sink it." It's coming up out of India, through the South China Seas, Singapore, off the shore. "All right, if it's just off the shore, where this guy—where this other ship was—they've gone right past 'em." But the sub turned and came south so he was going up here to another island. As I said before, submarine against submarine is vicious. All of a sudden we see him—we see the Jap, and we had just turned to bring our bow to bear on him. We were just, oh say, seventy feet of water, just periscope depth, and we turned our bow to get him when this whoever it was on the—I think it was the skipper was on the periscope, he says "Down deep, quick. Torpedoes in the water—not ours."
- Jim: Jesus.
- Paul: Who's the hell is it? This joker up here had fired. The other sub was over here, we're here—
- Jim; They thought you were the—the other sub.
- Paul: Yeah, we're presenting angle on the bow to him. He was hard to identify so we went down deep, and as we went down that torpedo comes along our port side and starts--bounce, bounce, bounce, bounce, bounced off the hull *all* the way down.
- Jim: So you thought the hull was being exposed.
- Paul: Oh yeah, the nose, and they went off the stern somewhere about two thousand yards, and it blew up.
- Jim: So if that had not been a defective torpedo that would have sunk you right then and there.
- Paul: Right then and there.
- Jim: Jesus Christ [both laugh].
- Paul: You talk to me, I know there's a God, he was right there with me.
- Jim: Yeah. Wow! Oh, boy, oh, boy. Did that other sub's skipper realize the mistake he made?
- Paul: Sure, as soon as the torpedo's in the water. He wired us—
- Jim: Apologizing?

- Paul: “Mistaken identity, I threw a torpedo at you.” Tim Davis, I’ll never forget him. He said, “I’ll tell you what, you keep out of my gunsights, or you will have one, and we won’t miss.” Because we had a load of good torpedoes because we knew that.
- Jim: Sure. Well, he was out of his—his zone.
- Paul: He was in our zone by about ten miles. Of course, ten miles out of a 150 each—
- Jim: That’s not much.
- Paul: You can’t argue too much. But we got a letter home—from the Admiral, Admiral Lockwood. He used to be the skipper of submarines in the South Pacific. He called us both in, brought us off patrol.
- Jim: Right after that?
- Paul: Oh, yeah. We were scheduled to come back in so—
- Jim: Where? You were supposed to go back to where? What base?
- Paul: Perth.
- Jim: Go back to Perth.
- Paul: So they--the other boat got in about a day before we were, ’cause we still followed—
- Jim: Right.
- Paul: Captain[??] [unintelligible]. He never hid[??] anyplace.
- Jim: He went with his sub.
- Paul: He went to the [unintelligible]. He didn’t care where it went. The other boat was him, and they sent ’em on special leave over to one of the hotels on the beach.
- Jim: Sent who—the skipper?
- Paul: The whole—the whole crew.
- Jim: The whole crew.

Paul: To get them off—from away from the tender because there was going to be a big brouha.

Jim: Right. That would end up in a riot.

Paul: Just about—'cause our men were P-O'ed.

Jim: Really angry, I'm sure.

Paul: So, we pull in—we pull in alongside them—very careful, not to bump 'em [Jim laughs]—you know. The admiral meets us, he shakes with everybody—and my skipper was so mad, we lost the Presidential Unit Citation at that moment.

Jim: He said something he shouldn't have to--

Paul: He did something he shouldn't have. He raised his hand to be—he stretched it to the point it hit beak on his cap and knocked it off.

Jim: Bad for [unintelligible] remove here[??].

Paul: Yeah, but he's passed away now, he's gone.

Jim: Okay. Yeah, Davis, he was gone.

Paul: Oh, he's been gone a long time. This was--Mike Shea was the Skipper then.

Jim: Okay.

Paul: Oh, we had about six skippers. See, I made nine war patrols.

Jim: I was gonna say, how many patrols did—

Paul: Nine.

Jim: How long did that take? From October '43 till when?

Paul: Oh—war ended, '45.

Jim: Nine patrols till August '45.

Paul: We got ships on every one of them.

Jim: You did. Did you ever--now tell me about being put down to a depth and testing your depth. Did any of these, you know, just Japanese destroyers force you down and—

Paul: He did nothing. He thought he'd sunk us because we used a flare gun, a little bobber in there with some range oil in it, diesel oil.

Jim: Mm hmm.

Paul: Blew it out, expelled and broke the bottle. Bottle went to the surface, oil slick.

Jim: Right. How does that—

Paul: Then they shut up and—

Jim: How did the depth charges—what was that like?

Paul: Hell. That's all I can say. It's like you—

Jim: Each time you wondered whether it was going to crack the hull?

Paul: No, the hull was all right—

Jim: What was the main concern then?

Paul: Valves, piping inside.

Jim: That would sink you, too.

Paul: Yeah, because you can't always stop 'em[??].

Jim: So this is when you went down and tested for depth when you hadn't planned to?

Paul: Yeah.

Jim: Tell me how that went.

Paul: Touchy.

Jim: So you went down you'd see that they're only going to shoot or drop their things to the 300 foot level, you went down deeper than that.

Paul: We went down almost 600. And we—500 feet we had depth charges on us.

Jim: They just didn't come close enough to damage it?

Paul: That's right. You got to get a depth charge, not on top of a sub, underneath—

Jim: On top it won't do so much.

Paul: You got to get them down underneath.

Jim: Deeper than you.

Paul: Yeah.

Jim: That's where your vulnerability comes from, pressure from below?

Paul: Yeah.

Jim: I see.

Paul: Not only the pressure, but the concussion and the collapse—

Jim: That's what I meant, the hull--

Paul: It comes up and destroys the bottom hull.

Jim: Mm hmm.

Paul: The bottom is lined up with valves about that big—flood valves.

Jim: I see.

Paul: And they can take an awful beating, but not directly from underneath.

Jim: Mm hmm. So how long do you sit down there?

Paul: Until sonar says that everything's clear.

Jim: How long was that one occasion?

Paul: Oh—

Jim: When you were down 600?

Paul: Thirty hours.

- Jim: Air get pretty thin—sticky then?
- Paul: That's when you bring new oxygen back in out of these tanks of air that I was telling about—
- Jim: Yeah.
- Paul: You open up some—you bleed air back in.
- Jim: Mm hmm.
- Paul: And also we had carried on board ah—desiccant [drying or absorbing agent] that you spread out on bench covers on cloth. It absorbs the CO<sup>2</sup>.
- Jim: Ah, a cloth. It's a liquid?
- Paul: It's a powder.
- Jim: A powder.
- Paul: Powder—you spread it on. You can even take a hammer handle or a screwdriver handle and just stir it—
- Jim: Stir it around, yeah.
- Paul: That will dry out the CO<sup>2</sup>, but when you do you must then bring oxygen back in because that thing will take out every out every drop of oxygen there is.
- Jim: I see.
- Paul: CO<sup>2</sup>. And then in each of the compartments there is one big flask of oxygen, of pure oxygen, and you could take some of that back up. And always watching your barometer to make sure that you've got the right pressure in the hull. We'd use a barometer as a pressure indicator.
- Jim: I see.
- Paul: 'Cause the more pressure you put in the ship the more pressure the barometer reads, and you may only move up just a tenth of a degree, a point.
- Jim: So if the pressure's high would it have been hard to get the oxygen in?
- Paul: No, the other thing will come in.

Jim: Oh, it will.

Paul: Because they come in together.

Jim: I see.

Paul: The two fluids—the two liquids rather—well, the two air blend, they blend completely.

Jim: How long can you stay down there without fear of that sort of[??] trouble.

Paul: We start putting—

Jim: You said thirty hours—

Paul: Thirty hours. That's pretty long.

Jim; That's about as long as you can do it?

Paul: Without doing something.

Jim: What's something?

Paul: Come up.

Jim: You could come up—right. Take your chances on the surface?

Paul: But these guys--so many of them, played psychological warfare with ya.

Jim: Who?

Paul: The Japs.

Jim: How'd they do it?

Paul: We got put down one time by two of 'em. We were--up off the Philippines I believe, and we ran across these two in a rain storm. We never saw them, and they never saw us until they appeared a thousand yards away from us. Well it took us about six seconds, and we were out of sight.

Jim: But they knew you were there.

Paul: They came all the way around. Because when we make these fast dives, it's a noisy.

Jim: Sure.

- Paul: Like you're moving air around, the pumps are running moving water. And all of a sudden we had a big depth charge come down above us. Whomp, The sub shakes, light bulbs break. You can't buy light bulbs like what we had, regular light bulbs with a rubber—rubber collar. You could take that light bulb and bend it in all directions.
- Jim: Oh.
- Paul: Everything went through that rubber collar. And we had no fluorescent lighting, all incandescent. And the other surface ship went back this way about 3,000 yards. Soon as this one dropped it, and we had our props just turning, we thought if we'd keep them trained just a little bit maybe we could just slowly creep out of the way.
- Jim: Uh huh.
- Paul: Then this guy over here starts his props up. Shoo! In the meantime this guy's going out here around back.
- Jim: They're playing with you.
- Paul: Yeah. And it took 'em half an hour for him to come to drop and this guy to leave and get back here. So for half an hour, whomp, no one can sleep. And they weren't close to us because they weren't quite sure where we were. We'd shut down everything but one screw, one motor and one screw, and very slowly got out of the way. And then **[End of Tape 1, Side B]** sonar piped up to the skipper and says "It's raining, I think it's a storm up there, heavy rain." Skipper says, "We got 'em. What are you going to do?"
- Jim: He says, "What are you going to do?"
- Paul: Yeah, he says, "What are you going to do?" I'm only the chief. I was curious what he was thinking when he says, "What we going to do?" He says, "Chief, can you get two torpedoes aft [??] made ready, zero depth, zero degrees?" "Yeah."
- Jim: He says if you fail, it's on you[??].
- Paul: Yeah. I said, "Yeah." "You ready?" "They will be. All I gotta do is turn around and do it."
- Jim: Right.



- Paul: He said, “All right. What I’m going to do, we’ll surface very quietly, hopefully on the opposite side of this rain shower, looking back into the shower. Then when he comes out of that rain storm, we’re going to nail him.” And we did.
- Jim: There’s one of two, though.
- Paul: The other one had gone.
- Jim: Oh.
- Paul: We don’t know where he went to.
- Jim: But you got him.
- Paul: We got him. And we got—a whole bunch of—we got, I think a total of thirty—
- Jim: Thirty ships? That’s a lot ships--
- Paul: Ships, ships of one nature or another. There’s a thing I probably should tell ya, that during one of these—**[approx. 10 sec. pause in recording]** Up off of New Guinea. We dove way down, oh—two to three hundred feet, it was quite stormy when we dove, and, ah, all of a sudden the ship was rocking side to side all of six to eight degrees, which is not too bad, and the skipper says, “I’m going to go a little deeper to find out what’s going on.” So we went down and we got down around 400 feet and the ship was still rocking. No pumps running, no motors running, so it had to be the underwater current.
- Jim: Mm hmm
- Paul: And we kept watching it and ran some patrol runs we made, and the word went back everybody in Washington that this one area was quite rough. Come to find out that other subs now it was time to acknowledge that they’d run across the same phenomenon. And the surface was as rough as it was rough deep.
- Jim: My goodness. Sideways to sideways, up and down, all around?
- Paul: No, just, yes, more or less sideways. It was so long you could ride, if you were running into the—you would rise the whole ship would rise **[approx. 18 sec. pause in recording]** and drop.
- Jim: Nobody really got seasick then?

Paul: No, it wasn't that.

Jim: Not enough air.

Paul: No, this would bother--if you were loading torpedoes. See, we could load torpedoes into the tubes, submerged.

Jim: Oh, really.

Paul: Oh, sure. You shut the outside doors, drain it, drain the tube out, open up the inside door, and we'd have arms that came out on the, ah, in the torpedo rooms, and the torpedoes were on skids. We'd run the skid over to position—say, this was the skid line, tube had to be right straight ahead of ya. You'd release it, take the bands off and always had a rope on it, a line, to stop that torpedo from, whoosh, scooting into the torpedo tube so we could pull it in slowly. And they fit with in about a half inch--quarter inch all the way around.

Jim: That's not much tolerance.

Paul: No, not much. 'Cause when we blew it out--fired it, that's where the air stayed back to get on the tail-comb of this thing to blow it forward. Well greased—

Jim: Did you have to grease those torpedo tubes?

Paul: Oh sure, so the torpedo will slide into it.

Jim: I didn't know. How did you grease those things? You can't climb in there, can ya?

Paul: Yes, you can.

Jim: Geez, that's a job.

Paul: I'll tell ya, I was smaller than I am right today.

Jim: Sure, no, sure.

Paul: I had a long skid like a dolly that mechanics have—

Jim: Yup.

Paul: Except this was to the shape of the skid. Little pillow for your head otherwise your head's rocking to all, all the rollers and everything else. And you take a bucket of grease with ya, tie a rope around your leg. You

can try to pull yourself down but you can't get your knee up to get yourself back out, so somebody out on the other end had to pull you out. Take a bucket of grease with you and go all the way down—

Jim: You put it in by hand?

Paul: All by hand. Smear it what we called it the line's center[?]. The sleeve that they ride on was rollers in the bottom.

Jim: That's what you grease.

Paul: Yes, you grease the lance in front of it, the lance behind, roller, roll it around. Make sure it moves because if it doesn't move—

Jim: It won't get out of the tube.

Paul: No, it juts[?] back about that much.

Jim: Oh. How often did you have to do that?

Paul: Oh, about every third firing.

Jim: Okay.

Paul: We had quite a bit of grease.

Jim: Yeah, I didn't realize that. Well, [unintelligible] of eating, did you eat three times a day, or was it on—

Paul: We ate three regular meals, plus, ah—we had two cooks, and they had rotated getting up for the midnight to 4:00—4:00 watch, so it was a good breakfast maybe for them. That would let the four o'clock people go back to bed and sleep eight hours and get up at noon. But the thing is you rotated the watch about once a week. Say, one week, I had the eight in the morning until noon and the eight to twelve, you had the two watches.

Jim: Two--Two four-hour watches?

Paul: Two four-hour watches, eight hours apart.

Jim: Eight hours apart.

Paul: Yeah. Because you'd get the noon time till four o'clock and the four o'clock to eight o'clock, but once a week you'd drop these guys out because they had the twelve to four. They now had the eight to twelve. And everybody moved back a whole watch.

Jim: So you didn't sleep very well the last—

Paul: You did two days before you get yourself straightened out.

Jim: You were in cycle. Did you gain weight or lose?

Paul: No, I stayed 126, never seen it since.

Jim: [laughs] [unintelligible] So when you got out, did you get out quickly after you got back to the States?

Paul: No, I stayed in.

Jim: Great.

Paul: I stayed in for another, oh, fifteen years. I left with just over twenty years.

Jim: Twenty years you were finished? You became a boat cap--boat chief-man. What's the difference and what's the boat chief's responsibility as compared to what you had before?

Paul: You don't have any one specific duty. Yes, you do, you run the ship with the skipper.

Jim: He says, "I think we ought to do this," then you say, "I'll do it."

Paul: It's done.

Jim: It's done.

Paul: All the officers worked directly with the skipper. But if any of those officers went to their people and said "I want you to work two days straight back here," and if one of them came to me—no way.

Jim: You were the union chief, I think.

Paul: Well, yeah, I was responsible for the whole crew, and they in turn—

Jim: Did you read off the work schedules for everybody?

Paul: No, that came out of their own department chief.

Jim: That's what I thought, yeah.

Paul: Where it affected the whole ship, I coordinated things.

- Jim: I see.
- Paul: I was the one—one of the few men that could walk into the skipper's cabin when he was sleeping, talk to him, get him up.
- Jim: So, what did this—in these fifteen years of knowing this kind of stuff, what was your main occupation, this was after the war—
- Paul: Chief of electronics.
- Jim: Chief of electronics.
- Paul: I got in electronic school out in Great Lakes after we came back from overseas. Oh that must have been, when?
- Jim: '50? What in relation to the Korean War? Must have been—
- Paul: Probably about the same time. We weren't over there. We didn't go over.
- Jim: About 1950-51 then.
- Paul: Sometime in that area. And as soon as I got through electronics I picked up a submarine tender at Groton, at Bushnell, and, ah, no, I went down to the Fulton, no the Bushnell was in Florida. I went down to Key West and from Key West they had a request--for assign--to be assigned to the Military Sea Transport Command pit of Washington "For duty out of the States." That's all it said. Where? So I applied.
- Jim: You were still single?
- Paul: No, I had a family and two kids. They were in Groton.
- Jim: Oh.
- Paul: When am I supposed to be there?
- Jim: Right.
- Paul: They said "Well, today's what? Friday?" "Yeah." I just come in from sea, been out for two weeks. "We'd like to see you Monday." I said, "You guys don't like guys at all do you? I got a family over here that I got to take care of, do something with." They said, "All right, take another week."
- Jim: [laughs]

- Paul: So, I says, "All right." So we start--called the in-laws, got them out, called my parents—
- Jim: Where were you takin' 'em?
- Paul: Where am I takin' 'em? Washington.
- Jim: I see.
- Paul: Ah, I wound up just off of the main Mall. There was Navy Department buildings in there and this is--I forget which of the buildings it was--Good Lord, they looked me all over, and my ID card, and I got a pass, and everything else. Before I could go, "Boo," you know.
- Jim: [laughs]
- Paul: The next thing you know I'm sitting in a row, two captains, an admiral and a yeoman. They said, "You've been selected," and I got one question—"Where?" He says, "We're after a submariner." "Yeah."—"After somebody with recent electronics." "Yeah." "We want to put you in the Arctic."
- Jim: Jesus Christ.
- Paul: Independent duty—you're alone.
- Jim: You're alone?
- Paul: We will ship you your equipment—anything and everything you need. Coming in by boat will be other Navy people to send back weather maps. I said "What am I suppose to do?" He says, "You'll be delivered a map. You in turn use a transmitter up there, call Washington to tell them [unintelligible]. I said, "I can't. I don't know code." "Fix that, we'll send you a Dolby keyer."
- Jim: A what?
- Paul: A Dolby keyer. It's a machine, you sit here by hand.
- Jim: You can type it in or—?
- Paul: You type a tape, and it punches holes in it. You put in this keyer, this silicate, uh—
- Jim: Ticker tape.

- Paul: Ticker tape. But instead of ticker taping—this goes back and runs a transmitter. Sends a code out. I says “What if it’s sent to me? I don’t know code either.” “Well then you flip this switch and this switch.”
- Jim: It reverses the process.
- Paul: Reverses the process, now it comes back on tape. Well, come to find out, I enlisted the aid of one of the fellows on the DEW Line [distant early warning line], where I was at. This was an operating DEW Line system up in Cambridge Bay—way north.
- Jim: Cambridge Bay in Canada? Baffin Island or Labrador or--
- Paul: No, it was straight north of Yellow Knife.
- Jim: Oh, northern—
- Paul: About 2,000 miles straight north.
- Jim: Canada.
- Paul: Yeah, it’s Canada. I think it’s Canada.
- Jim: Right, sure, okay. Oh, my goodness.
- Paul: And I spent up there about—almost nine months.
- Jim: Freeze your tail off.
- Paul: No.
- Jim: No?
- Paul: 55, 60 most of the time.
- Jim: Oh, really.
- Paul: It was—
- Jim: It was [laughs]--I want to be there. That’s warm.
- Paul: The wind, the wind came out of the far east. Came across, but, ah--I went to a different island—finally shipped to a different place than I was supposed to go to. I was supposed to go way over on the east side at Baffin Islands. But they decided at the last minute, that guy got sick, and

they hauled another replacement in for him and sent me over to the west coast—or central. Way up out of no place, and then they shipped in--every year they'd go through—two, three ships, small ships that leave Fairbanks and go up around the peninsula and then come down Canada to Cambridge—Cambridge Bay, and the ice is pretty well gone. As the ice pulls away from the coast the ships come in behind it. This is good as long as the wind stays out of the south. If the wind changes and comes back these ships all get trapped in the Arctic and have not been known to go back the second time.

Jim: Not moving.

Paul: So I got up there, these guys came in two days later, we talked, and I said “All right, we're going to be flying out and”--what's the old? It's been fifty years now—

Jim: Otters?

Paul: No, Canadian—

Jim: Well, anyway.

Paul: Well, anyway, the Canadian--plane. That's one they say never should fly. It's a great big hull. But where they wanted the fellows drawing maps—I went with them one time. It was underneath the pilot you could drop down into the nose, where they used to have a nose gun. These guys would have their maps, charts, and pencils. As they'd watch the ice they'd draw it on, where they find the floes, where they find whales, where they find the seal, because they watched all these animals. That's how the weather's coming. And they'd bring these maps back every day. And one of these guys knew code. Well, after the first day that wasn't even necessary. I turned my transmitter on, get it all warmed up, and I had a drum. I put this thing on there, and I learned how to write the code for Washington on the lead drum like here. That's started, and I'd run it, and then let it run off the key place. It could travel up the whole thing and I could hear these guys come back to me. And they had a certain rhythm to them.

Jim: Sure.

Paul: Here it was--the same guys doing this with these other—

Jim: Right.

Paul: Makes nonsense to somebody else, but we knew how to start our machines and get them to sync to each other. So I thought one night I'll send my code to them, but then I send right behind it, “Stay on-line, second picture



coming.” And I sent it. Well I found a picture of Marilyn Monroe, but I couldn’t send it on one sheet—but, I had the feature on my machine I could enlarge things, but I couldn’t shrink it, I could enlarge it. So I took this picture of Marilyn Monroe, and I cut it--I guess it must have been four or five and I could put that on and when I came back I snapped my button. Now, that whole thing was full size. When they got done with this thing they had a picture of Marilyn Monroe [Jim laughs] at least that tall--*except*--I did not cover her breasts. I kept them. And these guys—I had my order to report back to Washington when I left there. So I took this thing, and I put it in my pocket. And I get back to Washington, checked into the office, and of course the admiral--I forget what the admiral’s name was even. He says, “Oh, you’ve got about ten guys waiting for you.” I says, “I do?” “Yeah,” he says, “oh, you’ve been missed” and he was grinning, you know, so I knew I wasn’t in serious trouble—

Jim: Right.

Paul: He says “Come on. I’ll take you down.” Where did we go? Back to the transmitter room where they had been receiving all my stuff. Here’s Marilyn Monroe—on the wall—

Jim: One segment missing—

Paul: I says, “Oh, my, I know what you want,” and I reached in here in my suit pocket I said “Here it is fellows—all to scale.” He said, “I’ll be damned. You sure raised hell with morale around here for--so I made sure you got back here.”

Jim: [laughs] Oh, a cute story.

Paul: [laughs] That’s the fun you could have—

Jim: Sure.

Paul: Without violating security.

Jim: How did your wife and family enjoy your being away for nine months?

Paul: They went to where their parents were.

Jim: Oh, they did?

Paul: Up in--

Jim: So—

- Paul: Up here.
- Jim: Right.
- Paul: They were up here in Two Rivers.
- Jim: Then how did you finish your career in the Navy?
- Paul: Well, I picked up another Manitowoc-made boat, the Hardhead. That's a newer boat, much newer, still a diesel, and, ah, it was a school boat out of Connecticut. And I wound up the last three years—
- Jim: What's a school boat? Oh, you mean a training boat.
- Paul: A training boat. And we worked into Connecticut at the Underwater Sound Laboratory with research—acoustical research. And with the submarine school—
- Jim: You retired from that duty?
- Paul: And Penn--then from Penn State, there was a cooperative arrangement with Penn State that developed certain equipment they want tested. Underwater Sound Lab would develop some sonar system they wanted tested, our ship was they one it was fitted on. We went out in all kinds of weather, sometimes for two hours, sometimes for two weeks.
- Jim: Oh, my, my.
- Paul: If the test was going good we kept right at it.
- Jim: Sure.
- Paul: We tested a lot of new torpedoes—
- Jim: I bet.
- Paul: That were designed by Penn State, tested by them, built by them. And I've seen those new ones come out of the water eight feet, right out of the water after planes divin' at 'em.
- Jim: [laughs] Wow. They must be scary.
- Paul: Well, it was nice to see that.
- Jim: Sure.

Paul: They were all acoustic—

Jim: Really.

Paul: And we learned how to fire them, how to—we wrote the manuals on them.

Jim: What do they call those kind of torpedoes?

Paul: Acoustic torpedoes.

Jim: Acoustic torpedoes [unintelligible]

Paul: Mark 27's Mark 38's and Mark 41's.

Jim: Most of those torpedoes carry a 2,000 pound warhead?

Paul: No, some carried one hundred.

Jim: Twenty—oh, a hundred.

Paul: But they had a unique feature to them. You could fire at a ship, and it could seek and chase that ship down, and then dive when the signal got just right. They would dive and go underneath the ship and search left or right for the rudders, for the propellers, find them, lock on, go directly underneath them, and as they started to go past, there's a circuit in there that said, "Hey," whoosh, "up--full up rudder, here we come." With the—the stuffing tubes where the shafts come out of the hull—

Jim: I see.

Paul: A hundred pounds is all it takes. It leaves with a hole about that big.

Jim: So, it could disable a ship right now.

Paul: Sink it right now.

Jim: Just sink it?

Paul: Sure.

Jim: Regardless[??], you'd think they figure out—

Paul: Now, that's thirty years ago.

Jim: Right.

Paul: Think of what they got now.

Jim: Did you ever get a chance to get on a nuclear sub?

Paul: Yeah, worked on them.

Jim: Oh, you did?

Paul: As an electronicsman.

Jim: Oh.

Paul: See, that's where I had so many of these trades.

Jim: I see.

Paul: Torpedoes, I knew—

Jim: Right.

Paul: I knew a lot of the acoustic work when I was chief torpedoman. I had both torpedoes and all armaments on board to gunners mates that worked for me.

Jim: I see.

Paul: Because I was senior ordnanceman on board.

Jim: Sure. So what was your impression of a nuclear sub? Like a hotel compared with--

Paul: We're as stupid here in the States if we don't go with nuclear power.

Jim: I [unintelligible] think so.

Paul: You travel in Ireland, England—

Jim: France, is—

Paul: Scotland, France.

Jim: All nuclear.

Paul: 100%. I've traveled over all those three countries many times, my wife and I travel. And ah, the first trip I went through England, and they made no bones about it. Here in the outskirts--and one of these people—and one

of these cities--where was? Connecticut—I was just out there. They got nuclear power, twin plant, two towers right in the city of Hartford.

Jim: Yeah.

Paul: I mean Redmond, Stratford, running right around the silo.

Jim: But your nuclear sub—tell me about that now.

Paul: Oh, those are quiet.

Jim: But you had room--that should have made a big difference.

Paul: Yeah, you had speed.

Jim: Yeah, because these could travel pretty fast underwater and above.

Paul: Not too much above, because they're not designed for it.

Jim: Oh, I see.

Paul: Submerged, they're an underwater boat, true underwater boat. You could do about thirty-six to thirty-eight knots.

Jim: Underwater?

Paul: Underwater.

Jim: Incredible. Those guys, when they go out on patrol, they're out for a month at a time right?

Paul: Ninety days.

Jim: Oh, ninety days, wow.

Paul: Yeah. I suppose, if push came to shove, they could be out longer.

Jim: But the facilities must be so much better for the crew because they have so much more room.

Paul: Yeah.

Jim: Right?

Paul: Yeah, you we got all this new equipment, new gear. We had LORAN [long range navigation system]. This new stuff has that—it's what our missiles use.

Jim: A range finder.

Paul: No, we had four googles[??] telling them where you are—

Jim: It was global positioning.

Paul: To--global positioning. And they know where that sub is within about a tenth of a mile, any place in the world. Ours depend upon the interpretation of LORAN signals and how they cut.

Jim: Amazing, that's really amazing. Marvelous [unintelligible].

Paul: Yeah, if anybody were going in any of the services today--I'm biased to the submarine fleet.

Jim: Of course, of course. Did you join any veterans organizations?

Paul: Yeah, I hate to say it, but I'm not active in any of them.

Jim: No, I wouldn't hate to say it. I wouldn't join—join them either. Would—

Paul: Some of them all they want to do is drink and carouse around. I don't.

Jim: Right, that's for—it's a social organization.

Paul: Strictly social drinking, and I'm not that—oh, I'm not biased. I'll have a drink—

Jim: Sure.

Paul: Or two or three.

Jim: Right. But they don't seem to have any other reason for being there.

**[End of Tape 2, Side A]**

Paul: I attended the Fleet, Fleet Reserve [Association].

Jim: I was thinking, did you ever get with your boatmates?

Paul: Oh, we meet about every two, three years.

Jim: The Raton?

Paul: But you see, most of them are pretty well gone now.

Jim: The Raton's people?

Paul: No, yeah the people, the ship is gone.

Jim: Oh, it is?

Paul: It's been sold to Gillette. Gillette Razor Blade Company.

Jim: Bought the Raton?

Paul: As razor blades.

Jim: Wonderful. Ignominious end for a beautiful warship.

Paul: That's where she went.

Jim: Jesus. Razor blades. [laughs] Oh--

Paul: Think of all the iron in there to make blades with.

Jim: [unintelligible] they have a ship up in the museum in Manitowoc, or--

Paul: You can see my name up there.

Jim: Is your name up there?

Paul: Yeah.

Jim: Why is it up there?

Paul: Because when the Raton plaque--all the crew members—

Jim: Ah, I see. Did you have--your boat must have won many citations?

Paul: Yeah, I carry about fifteen [unintelligible] badges here, medals. Well, we won the Presidential Unit Citation, ah, Philippine Liberation Medal, plus all the—

Jim: Area stuff.

Paul: Area stuff.

Jim: Mm hmm, so when you retired at, ah, 75% pay? With the twenty years?

Paul: It used to be.

Jim: Now it's what?

Paul: Oh, somewhere's around 5%.

Jim: What do you mean, 5%.

Paul: They've been cutting it.

Jim: Not that much. Come on, now, it's not 5%. It's—

Paul: Right now, I don't draw any.

Jim: Oh, you don't?

Paul: I told 'em to keep it. You know why?

Jim: No [laughs], I don't.

Paul: You know Forest Service down here—Forest Products?

Jim: Sure.

Paul: I worked there for fifteen years.

Jim: Oh, after you got out of service? I was gonna ask, what brought you back to Madison? Thought you might have gone back just to—

Paul: Well, my wife, she was from the area here.

Jim: And so you settled here?

Paul: It depended on where I got a job, and she was a school teacher.

Jim: And that's where you found job at Forest Products?

Paul: No, I found a job at the Madison Radiation Center.

Jim: Oh, yes, I know those people.

Paul: On Doctor's Park.

Jim: Yes, I know.



- Paul: I used to work for Oly Stiennon.
- Jim: Oh, I've seen him, I know.
- Paul: You know him?
- Jim: Oh, yes.
- Paul: Just ask him sometime about the old guy that came in [Jim laughs] to take care of—I ran the betatron.
- Jim: Oh, did ya?
- Paul: Repaired it--and the X-ray machines—kept them running. And I met—through him—I met the guy from the University that finally had started, oh about ten years, fifteen years ago, and the state now requires all X-ray machines to be certified about once a year to make sure they're working, doing what they're supposed to be doing. I was one of the guys that started that with him.
- Jim: Oh.
- Paul: And I did that about two or three years, and I didn't mind working with the patients. Sometimes it's quite emotional, you know.
- Jim: Sure.
- Paul: Chances are most people were dying.
- Jim: Right.
- Paul: And, ah, I looked around at where I might like to work. I told them Steinnon's office--that's what I'd do and they said "Okay." And he said "What about Forest Products?" I said "Yeah." And then you go on federal time over there, all my Navy time. [Approx. 15 sec. pause in recording] Well, I walked over one noon hour. I took the application, set it down, filled it all out, and here I showed up with what? Twenty, twenty-nine years of total federal service made me pre-eligible for employment.
- Jim: Sure, sure.
- Paul: Plus electronics.
- Jim: Right.

- Paul: And they started to show—[??] I said I'd like see through to the training shop. "We don't have one." I looked at them. I said "You don't have one?" "No." "Who calibrates your equipment?" No one knew. So I happen to be talking to one of the upper brass upstairs. "Well," he says "We need—we don't need anybody with electronics experience here." I said, "All right," and a young project leader happened to be in the meeting. He says, "Everybody through with Paul now for a few minutes?" "Yeah." So I took that page I had in my hand, stuffed in my pocket. I wasn't about to work with this bunch of idiots.
- Jim: Sure.
- Paul: I go out with this young fellow. He says, "They're idiots" I said, "Thank you." He said, "I'm not." He said, "What you've got is what I need in my work unit." He says—I said, "Show me." I said, "You know more about me than I do about your work unit."
- Jim: Sure.
- Paul: So we walked down there, and this was working with—as a byproduct, the instrumentation of measuring expansion-contraction of wood—all instruments "Who's takin' care of 'em?" "Well," he says, "I take care of some of them. I'm not—I'm not an electronically—we do have a man here that's a graduate student of the University does do some of that," and he says, "he's a ham operator." All right, matter of fact I just talked to him last week—he's told me—
- Jim: Oh.
- Paul: He's here in town. And I said, "All right, if I come to work, when would I start?" He said, "Do you want to come work for me?" I said "I will, if you'll have me." He said, "You give them two weeks over there," he says "and then come over." I says, "How about a piece of paper that says that from personnel?"
- Jim: Right.
- Paul: He says "Sure." Walked up to personnel, I retrieved this crumpled up application. I was pissed at 'em, you know. Yeah, I rolled it out, and I give it to Bob. As a matter of fact he lives down in southern Indiana now, retired from the Forest Service. I came in, and there was a workbench sitting out beyond the four or five offices, one fluorescent light overhead and not an instrument, not a one. Not even a minute—a meter. So I look around, and I says "Well, how's your budget?" "Oh," he says, "that's the thing," he says "you tell me what you want." "Well," I says "first off you show me what you need."

Jim: Right.

Paul: What kind of work you doing? So he finally talks with people up in purchasing. He says "I'll tell you what, we'll let you take one of the trucks. We have a surplus sale going on down here at, ah, south of Milwaukee. It cost us nothing to haul the stuff back." So I came back with a truckload of instruments. And I mean a truckload. I had my instrument shop.

Jim: Right, just like that.

Paul: They had all old stuff, however, I only used half of it. But I had to take two of this to get this item over here I needed—I wanted. Then I made a judicious phone call to the National Bureau of Standards. I contacted with them, contracted with them for calibrating a bunch of stuff. And I proved that on the first study I'd been involved with. A guy went down to the stockroom and bought a thermometer—stock thermometer—plus or minus five degrees. His report read he was holding temperature on a kiln, dry kiln, to read plus or minus one quarter degree. It was a four degree plus-minus thermometer. No way. So I took this up to the director at that time, Bert Fleischer. I said, "Boss, we got this going on." I said, "I have to pick this one out of curiosity." I said, "That's a lie." I got that thermometer, in the meantime I had bought a calibrating chamber for thermometers--floating sand, and I could hold that to within a half of a degree. The National Bureau of Standards says "If you can hold a half degree and verify it," he says "you're almost as good as we are," and that's where I could hold 'em. This thing was eight degrees off. The guy didn't believe it. So I went down to the stockroom, and I drew out all of the stuff he had on stock. Five at a time they go into a sand bath. It just takes about an hour apiece because you're raising and lowering that temperature. We had Jacob set them all in there, read it, read it, read it. And I had a whole chart attached to each one of these thermometers. "Now read them." They were all off by many degrees. It's called education.

Jim: Yeah, well, you showed them something.

Paul: Well, I had to prove it.

Jim: Right.

Paul: That's the old chief out here, you know, talking crazy again.

Jim: [laughs] Well, it was a great job. You where there how long?

Paul: Oh, I get out of the Navy in '62, and I left in 1978. Seventeen years?

- Jim: All right.
- Paul: Then I retired and went to Middleton, put my kids through school, one through campus, one through MATC, and then my first wife contracted—she taught school all those years—then she came down with Parkinson’s.
- Jim: Oh, my.
- Paul: Backed up with Alzheimer’s.
- Jim: Horrible[??].
- Paul: It was a bad combination. In ‘93—she died in ‘93. I took care of her all the whole time.
- Jim: Tough situation.
- Paul: And I decided that I wasn’t about to live alone in that house. Let’s see, then I was what? 70—late 60s early 70s. Well, my grandson was getting married, and this was right after my wife died. The kid says “Well, we’ll come home from vacation.” I said “No, if you want to, go on.” They just got married and were on their honeymoon, so I guess they had to come home anyways. So they were here when grandma died, and I was [unintelligible]. I’m now married to her mother.
- Jim: Oh, my goodness, small world.
- Paul: So, I was getting’ ready to sit down—it’s a family like I grew up in.
- Jim: Sure.
- Paul: You live around the kitchen table with the family.
- Jim: That’s the way to do it.
- Paul: All ages. I happen to be the oldest one right now. A matter of fact in our house right now, the wife is what—58—59? Quite a few years younger, probably, but we have a nice time because we’re good friends. My grandson and his wife and two kids--a third one’s on the way. One of her daughters is married now, her husband and baby are at our place, helping them recover from [unintelligible] getting out of the attorney’s—where if they don’t like it, period. I said, “I got one word for you. If you don’t like it get out.”
- Jim: Sure.

Paul: “What do you like?” He said, “I don’t know.” I said, “Don’t leave unless you got a job.” So he came to me about two days later. “Oh,” he says, “I think I found out I’d like to join the Madison Police Force. So Paul[??], I need some advice.” He said, “I can retire in twenty years.” He says, “I’ve always liked police work.” I said “Go ahead, try it.” He’s number one in the class, he’s smart. So he’s graduating there from the academy, his class-number one.

Jim: Very good, he’s worthy of all your praise [??].

Paul: No, he listened.

Jim: Oh, I think that’s something, the same thing. All right. That will do it.

Paul: Well, I rambled some.

**[End of Interview]**