

**Wisconsin Veterans Museum  
Research Center**

Transcript of an

Oral History Interview with

**JAMES SOUTHWORTH AND LARRY LUTWITZI**

Quartermasters, U.S. Navy, World War II

2013

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1855

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**Southworth, James** (unknown) **and Larry Lutwitz.**, (1924-2014). Oral History Interview, 2013.

Approximate length: 2 hours and 5 minutes

*Contact WVM Research Center for access to original recording.*

**Abstract:**

James Southworth and Larry Lutwitz discuss their service in the U.S. Navy during World War II in the South Pacific aboard the *USS Finback*. Southworth and Lutwitz recount how they became quartermasters on the *USS Finback*. Lutwitz outlines training at Great Lakes Naval Training Station and Narragansett Bay, Rhode Island and explains how he reached Midway to board the *USS Finback*. Southworth details training in New London, avoiding sub school while completing specialty training instead at Pearl Harbor, and taking a ship to Midway to board the *USS Finback*. Together, Southworth and Lutwitz describe the 10, 11<sup>th</sup> and 12<sup>th</sup> patrols of the *USS Finback* near Iwo Jima, Okinawa and throughout the East and South China Seas. They reference participating in the battle of Iwo Jima, several near death experiences and rescue missions in the Bonins, including the rescue of George H.W. Bush. Southworth and Lutwitz explain how the *USS Finback* was powered and Southworth talks about pranks he played onboard. They talk about theft at Midway and Japanese war culture. Lastly Lutwitz discusses almost serving on the captured German U-505.

**Biographical Sketch:**

James Southworth and Larry Lutwitz served on the *USS Finback* in the South Pacific during World War II. They participated in war patrols of Iwo Jima, Okinawa, and East and South China Seas.

Interviewed by Eva Bellinger and Molly Graham, 2013.

Transcribed by Charles Bellinger, 2015.

Reviewed by Claire Steffen, 2015.

Abstract written by Claire Steffen, 2015.

James Southworth: Former Finback quartermaster  
Larry Lutwitz: Former Finback quartermaster  
Eva Bellinger: Lutwitz's daughter  
Molly Graham: Interviewer from the Wisconsin Veteran's Museum

### **Interview Transcript:**

**Bellinger:** This is the interview on May 23rd, 2013, with Larry Lutwitz (quartermaster, US submarine *Finback*, SS-230) and James Southworth (also quartermaster, submarine *Finback*, SS-230) concerning war patrols eleven and twelve, plus their own personal history in the Navy. We will begin with Larry telling how he entered the Navy service and went through sub school.

**Lutwitz:** Ready go?

**Bellinger:** Go.

**Lutwitz:** All right. Well, when I graduated from high school, on a Friday, my dad wanted me to get a deferment for some reason, I don't know why, 'cause he was in the Navy, and others of my family were in the Navy... but I guess I was the only one with the name of Lutwitz; I guess he wanted to prolong it. But anyhow, I got on the *Pathfinder*, lake freighter, working in the galley. I started in the galley; after three months I gained thirty-three pounds, and I decided to go on deck to try to work it off, and I couldn't, so I went to the fire hold, and I shoveled coal, and then the next year I became a fireman. I had also, the first year, I got my able-bodied seaman's papers. I got to be a qualified member of the engine department, so I could sail at any job on a freighter except licensed officer. So in one year I got, just before I was about eighteen, the first mate came to me and waved my deferment in my face, and he said, "Here's your deferment" He says, "Now, we gotcha. And when we say 'jump' you'll jump, if we say 'squat' you'll go squat... or you'll be up to your nose in mud in the Army." And I says, "Is that so?" And he says, "Yes, that's so." I was rude to him. I never got the thing in my hand; I quit right then. I joined the Navy, and when I got my notice the guy said, "We can't take you." I said, "Why not?" He said, "Well, you haven't got two matching teeth in your mouth." I said, "Well, what am I supposed to do about that?" He says, "Get two matching teeth. So I went back home and I went to a dentist, and had one little bitty tooth put on a partial and I went back and I said, "How about that?" and he says, "You're in." So I threw that thing away because it didn't fit, and that's how I got in the Navy. I got down to Great Lakes [Naval Training Station], company 1465, same place that Jim started. So we started together, really, at about the same time, in the Service. I went through the school, went through the base up at Narragansett Bay, Newport, Rhode Island, and got transferred to the submarine base, took aptitude tests, and they said I could be a fire control man, or an electrician, or a quartermaster, I mean a submarine man, and I said, "Well, I want to be a submarine man, 'cause I always wanted to be a quartermaster on a submarine." So I came to pass, I graduated from the sub school, I got shipped to

San Diego to pick up the S-35, out of Attu, and were living on the base. They were living on a base. I got there at eight o'clock at night, and the guys were on the base and I needed a place to sleep, so they showed me where to sleep. I put my name on the call sheet. The guys said there was a submarine leaving at eight o'clock in the morning. I woke up and there was not a soul in the barracks. I look out the window and the submarine's gone out to sea. And then I put myself as a prisoner at large on a tender; that was a *Proteus* at that time. And, well, there's a long story... I goofed off there and they gave me job as a water boy for the baseball team and whatnot. I ended up in a draft, and I ended up in Mare Island, and from that point we got shipped to Midway by way of Pearl Harbor. Now, when we left California to go to Pearl Harbor, about halfway I met a guy I went to school with, in grade school. And he said, "Boy, am I glad to see you." He said, "I haven't been paid in three months." I said, "I'm glad to see you too, Paul; I haven't been paid in three months either." [laughs] Anyhow, we end up at Midway, and this is where Jim ended up, before we were in Pearl Harbor, is where Jim was before we got on the *Finback*, so, I would like you to tell your story of how you got there.

**Southworth:** How I got to Midway?

**Lutwitz:** How you got into the Service. Hey, he was, ah... you started out at Pearl Harbor, right?

**Bellinger:** Let's back up to when you signed up at age sixteen, and your parents signed the documents so that you would go to school.

**Lutwitz:** Oh yeah. Yeah.

**Bellinger:** So, tell us about starting off at Great Lakes, all the adventures of your New London Sub School papers.

**Southworth:** [laughter] Yeah, that's quite a story, isn't it?

**Bellinger:** Tell it.

**Southworth:** I started off in New London with the basic there, then I went to torpedo school. And when I was finished with torpedo school, they come to me and a guy by the name of Travis—Harry--Harry Travis, from Kentucky--and Travis got put in the Navy because he got picked up for running moonshine in Kentucky, and they told him that either he went to jail or went in the Service. [laughter] So he decided to take the service. So I went through boot with the guy, and then we went to torpedo school together, and then when he says "I'm not going to no submarine school; you're crazy!" and we're the only two qualified, and I talked him into going, and he signed up and went, and we both gonna get delayed orders, and he went to New London and went to school. And they put me on a draft and sent me to Shoemaker, California. And I had a guy finally hand me all my papers, which

he had. He had papers for this whole draft. And so I wandered around there, and I finally just got on a bunch of guys going out and I ended up in Pearl Harbor on Red Hill and then I just left my bags and stuff there because I couldn't drag them through the gate; they wouldn't let me out. I left everything there and I went down to the sub base and talked my way in there, and I went to the different schools. I went to electric torpedo school and I went to--every school I could find I made them sign my papers: I went to radar school on Red Hill--

**Graham:** But you never went to basic submarine school.

**Southworth:** Never went to sub school.

**Graham:** Skipped it.

**Southworth:** Skipped it. I didn't have to do it anyway. Then, I got on the S-28, for a short run, and got off because I wanted a fleet boat, and then I got on the *Tang* for a short time. I got on it 'cause of sick bay, and the guy came back and wanted his job back and I gave it to him, and the S-28 went down two weeks after I got off of it, and the *Tang* went down probably a month after I got off of it, so that's two submarines down, and so then I got on the *Finback*. But I ended up--I got on a ship and ended up in Midway. I just went down and got on a ship. And I went to Midway, and there I was. I had these papers, and you wondered how I got on the *Finback*. Well, I've got him to sign all these papers about these electric torpedoes and this new radar he was going to get. There were two different kinds, and I can't remember the names of them, so I BS'ed them into thinking that they were going to get this new equipment, and I was an expert on it. I knew how to turn the switch on the electric fish. You just snap your finger up like that and down like that and the side and the runner would go—follow your and the elevator would go up when your finger's up, snap and go to the side, you snap it and it would follow your noise and so, I just BS'ed my way in. And they never caught; they never ever knew that I never went to sub school.

**Lutwitz:** Do you remember the ship that you got on at Pearl to go to Midway?

**Southworth:** No.

**Lutwitz:** That was the *Litchfield*. There was two four-pipers left from the World War I destroyers. They had four stacks; they called them four-pipers. They were kind of-

**Southworth:** No, but I think I rode a ship that called [inaudible], I think I rode the ship where it hauled all that beer in.

**Lutwitz:** Okay. Okay.

**Bellinger:** You were on the *Litchfield*.

**Lutwitz:** I thought he might have been on the same one. Now, the *Litchfield* was one of the two—.

**Southworth:** I went down to [inaudible] landing and I watched for a ship going out and I just got on it.

**Lutwitz:** Yeah. Okay. So, we got in a bad storm after we left Pearl Harbor, and it's about twelve hundred miles or something like that to Midway. We were pretty close to the International Date Line, and I was quartered right down in the port bow, right where the anchor was banging up against the hull, and it was a terrible storm. I figured this thing is going to go down; I'm going to take my chances on the surface. So I took my hammock and I swung it underneath the davits of the lifeboat. And the water was washing up on the deck and it was hitting the bottom of my sea bag, and this Paul, the guy I went to grade school with, he traded me his commando knife for a belt that he wanted that I had. So I lashed myself in the hammock, I put the knife in the bottom; I figured well, if the ship goes down, I'll cut the bottom of the hammock out with the commando knife. And I tied this sea bag on the stanchion. When the waves hit the sea bag up it would come, then it would go back down, then another wave, up and then down, up and down, and then all of a sudden it went up and then kept on going. When I got to Midway I didn't have a stitch except what I was wearing. We borrowed that *Litchfield* because the destroyer crew got off for R&R, and we sailed it to Midway, and our relief guys were going to sail it back. And that's how I got to Midway.

And when I got to Midway, I drew against my pay and I got some shirts, blue shirts, and I put my name across the pocket, and washed them and put them on the engine to dry, and general quarters rang, and we all ran topside, captain coming aboard. We were all standing there at attention. The new captain comes aboard, and he said "Interesting to notice there's seven men on this ship named Lutwitz." They all grabbed a clean shirt to go up when they're called up on the deck. But anyhow, the submarine *Finback* came in to Midway then, and we started to refit that thing.

Now, in front of us was a submarine called the *Sennett*. Now, you mentioned *Tang* with her armament; twin five-inch, four and a half, and quad forties, well the *Sennett* had the same armament, and that was a special job they were going to break up the salvage operation on the *Wahoo*. There were six ships, three men-o-war and three salvage tugs, trying to get to the *Wahoo*, trying to get the decoder and whatnot off the *Wahoo*, salvage it.

**Bellinger:** Stop half a second. Parenthetically, the *Wahoo* was a submarine very well noted for going into very dangerous waters, including enemy bases.

**Southworth:** Tokyo Bay.

**Bellinger:** Tokyo Bay, among others. The *Wahoo* was sunk in shallow water; the ships that

the *Sennett* was attacking were Japanese salvage crew trying to retrieve the code books and other vital information from the *Wahoo*.

**Lutwitz:** The *Sennett* sunk five of them and one got away in the storm. But they [*Sennet*] also had “ticklepickles” on there. They took the regular torpedoes off and put the half-sized ones on. They called them “ticklepickles”. They wet their finger and rubbed the noses of the torpedoes and the fins would flop up and down

**Southworth:** Electric fish, Larry.

**Lutwitz:** Electric fish. Now, he went to school to learn about electric fish.

**Bellinger:** Would you tell us a little bit about the electric fish?

**Southworth:** Electric fish strictly ran off on batteries. It had no high-pressure air, no alcohol, and it did not have turbines; it ran strictly on electric motors. It had a gear system in there with batteries that run the same way they run two-propeller; one run clockwise, and one run counterclockwise. So they had a gear setup in there with electric motor, which was two run through a two, which meant one prop went one way and one prop went the other, so it wouldn't roll like that in the water. You understand it generally?

**Lutwitz:** Yeah, and they were open on the bottom, and they had the makings of a battery, in the bottom, and when the seawater came in, the seawater became the electrolyte and the battery started. They go nineteen miles an hour, and there's one case on record where—.

**Southworth:** But wait a minute, now. You're a quartermaster, not a torpedomen. I went to torpedo school.

**Lutwitz:** When you're in the submarine, you're everything. But you had to know--.

**Southworth:** He says “I'm a quartermaster!”

**Lutwitz:** But you see, he missed some of the training for the other jobs; normally in the submarine, when you become a submarine wannabe, sailor, you had to learn everything on the submarine. You had to--.

**Southworth:** I qualified that on one run. I qualified on the *Finback*, one run.

**Lutwitz:** Yeah. That's right. Because, if they're General Quarters and you're in the forward torpedo room, you could be anybody. You're a torpedomen. And if you're in the control room and they shut the watertight doors, you're a wheelsman or whatever it happened to be. You had to know every job on the submarine, except pharmacist mate, and we had a real tall, active guy on ours, he has another guy just like him, a twin, on another submarine...

**Southworth:** What was his name?

**Lutwitz:** I can't remember. I got a picture of him here. But anyhow--.

**Southworth:** You know how good I am at hitchhiking in the Navy? You know how good I am?

**Lutwitz:** Well, probably.

**Southworth:** Well, you know, when we got back from that run, you know, that last run?

**Lutwitz:** Yeah.

**Southworth:** And apparently they must have thought I did something for them, 'cause I went to Skipper, and I said, "You know, this submarine's going to be laid up for two, three months. You know, they decided whether—they put it in there and they X-rayed the old girl?"

**Lutwitz:** Yes. Sixty-one feet of pressure hull crack.

**Southworth:** They were trying to decide whether to junk it or fix it. And when they decided they were going to fix it, they were going to be in dry dock for three months right, and so I went to Skipper and said, "Hey. I'm tired of this crap here; I want to go home. I want a leave." He said, "Nobody's going to get a leave." I said, "But *I* want one." And then he looked at me and [inaudible] and he said, "By God, you maybe deserve one. Well get you a leave, but we can't get you a ride home." I said, "Don't worry about it. Don't worry about me; I'll get home. "So he signed me a leave paper from Mare Island; forty days in traveling time from Mare Island. Get this: Didn't know that, did you? I'm the only one who got a leave, you know. You mad at me now?"

**Lutwitz:** No.

**Southworth:** Anyway, I went down and took my sea bag, and I went up to a tailor, and I had them cut it off, made it a sort of ditty bag, it looks just like a sea bag, but it's half a sea bag. And I went down to the main base, sort of fleet landing. And I went down there, and they never knew where the ship was going until they got out to sea; they never opened their paper till they got to sea because they didn't want people to know where the ships was going. So I'm going, wow, wonder where I'm going to. I'll probably get leave in the Philippine Islands or something. So I went down there and guess what? Here come a bunch of ambulances. Pulled in there. Them old Navy ambulances, you know? And I looked, and there were these guys that come on stretchers, and they were hauling them up and it looked like an APA ship, one of them victory ships? Looked brand new; and they were hauling these guys up the gangway. And I look at them, they're Marines, and they're all busted up, and they patched them up, couldn't take care of them, and so guess where they're going? They ain't going out to fight.



**Bellinger:** They're going home.

**Southworth:** They're going home. So, I went over there, grabbed a stretcher, up the gangway, back down, grabbed another stretcher, back up the gangway. They got used to my face. Finally, I grabbed my little ditty bag, and up the gangway; down in the front hold was one of these Marines, and I just stayed down there, then. We ended up in San Diego, California. And that's where they took them guys. Then I had to get from there to Mare Island. And I hitchhiked all the way from there to Mare-- And I had a paper signed, forty days traveling time from Mare Island. So I just barged along the coast, and it took me a couple weeks to get to Mare Island from San Diego.

**Bellinger:** We'd gotten as far as getting Larry on Midway, now we have to get you from Basic to Midway. Were you at Mare Island or San Diego before you headed out to the submarine? You said you came in on the boat that brought the beer?

**Lutwitz:** He was in San Diego, got to Mare Island; same here with me. I was in San Diego and got to Mare Island.

**Bellinger:** Are we talking about getting to Midway, or are we talking about after the war? Let's get us to Midway and get to the *Finback* story.

**Lutwitz:** When we were in Mare Island, we got in a draft. I don't know if he was in the same draft or how, but the one I was in, there were five hundred submarine men, and two thousand Marines.

**Bellinger:** And you guys went over on the *Litchfield*.

**Lutwitz:** No. We went on a "Kaiser Coffin".

**Bellinger:** Oh that's right; the "Kaiser Coffin" to Pearl Harbor, and then from Pearl Harbor to Midway on the *Litchfield*.

**Lutwitz:** I don't know how you got to Pearl from Mare Island. You may have been on the same ship. What did you have for breakfast? That's a good idea. Raw potatoes, and cold grease, right?

**Southworth:** I'm not sure I was grouped with you. I ended up in Shoemaker, California, when I got off the train that went from North Chicago.

**Lutwitz:** Yeah.

**Bellinger:** From Great Lakes.

**Southworth:** Great Lakes. I went from Great Lakes to Shoemaker, California. At Shoemaker, I sat around there a couple weeks and got bored. The guy handed me all my papers, and I just went and got in a draft that was going out, and took my papers, and

grabbed my sea bag, and ended up at Red Hill? Yeah, up on the hill there in Pearl Harbor, and--.

**Lutwitz:** The whole island was nothing but red volcanic mud, like...

**Southworth:** Anyway, I can't remember what they called the camp up there, but then they kept taking people up there, going on draft to different places, you know; putting them on ships and so on. And I just went down to the sub base, and talked them into letting me in the sub base. And I had all my papers. And that's where I went to school. I made them sign my papers. I went to torpedo school and all these different schools, radar school, I got on the *S28*, and then I went on the *Tang* for a little bit, and then I went and hitchhiked again, I got sick and tired of all that bullshit and I hitchhiked, got on a ship, and ended up at Midway. I don't even know what ship. It was a cargo ship! And what I was trying to do was hitchhike to Australia. Well, this cargo ship ended up in Midway.

**Lutwitz:** Well, I often wondered how you got to Midway. See, I got there on an old destroyer.

**Southworth:** I brought the beer in. I brought that beer that you could take and hit on the nail. I'm the man who brought the beer to you.

**Lutwitz:** That's right. That's right—and then they had this spike on the wall and you got two cans and when you missed a spike they cut you off.

**Southworth:** That's right, I brought you the beer. I brought you the beer. See? I helped you all this time. So I ended up in Midway Island, I'd looked at the gooney birds 'til I got sick of them, and then--you ever watch them make that dance, make their love dance, and around and stuff, sit there and watch them for hours--it's crazy! You ever watch them when they take off? They go out on the runway there! They tear down the runway.

**Lutwitz:** Yes. But they're graceful flyers. Laysan Island Albatross is their proper name.

**Bellinger:** Was it aboard the *Litchfield* that you said "follow that bird"? Or was that a different trip?

**Lutwitz:** That's right. We got--after the storm, after that storm, it was really a bad storm. And I was in a hammock topside. And they put me as a watch in the forward, on the port side. And the howling wind, soot was coming out of the stack, and it was uncomfortable, so I worked my way more midship, and the officers, the people up on the bridge, they didn't know where the heck they were.

**Southworth:** Didn't we get in a typhoon in that submarine?

**Lutwitz:** That's on the way back, yeah.

**Bellinger:** So this was the typhoon where Dad was going out to the *Litchfield*.

**Lutwitz:** No. This wasn't a typhoon; the one I'm talking about, the first one. It was really a bad storm, you know, but it wasn't a hurricane or a typhoon; it was just a really bad storm. [Note: It happened over the same days as the notorious Typhoon Cobra, but this storm was a cold front from Siberian and Alaskan waters]. So, we're somewhere between Midway and the International Date Line and nobody knows where we are; we haven't had any sights, and there was terrible weather, and I saw an albatross heading in, going in, a certain direction, and I said, "Follow that bird.!" So they followed that bird. It led to Midway, they followed the bird, and we arrived at Midway three and a half hours later we had landfall.

**Southworth:** Do you remember how we got into the Yangtze River to get into all this shit?

**Lutwitz:** You followed a hospital ship.

**Southworth:** Very good.

**Lutwitz:** The thing is...

**Bellinger:** Let's try to keep some order. So, you [Larry] arrived on Midway with the *Litchfield*, and you [Jim] arrived on the cargo ship with the beer.

**Lutwitz:** Yeah.

**Bellinger:** And you got on the *Finback* in time for Patrol Eleven.

**Lutwitz:** He's stumbling around on the island, and having a ball, you know? And we were ready to leave, and he asked an officer to check him on; he said, "We've got a full complement; we don't need anybody." And he talked them into taking him, and because he was an extra man, we call him Spare Gear, and that's where he got the nickname Spare Gear.

**Bellinger:** So how did you talk your way aboard the *Finback*?

**Southworth:** I'm a good talker.

**Lutwitz:** Huh?

**Southworth:** That's what I am, a salesman. I told them I had all this school, that they was going to get all this new equipment, is how I did it. I told him they were going to get the new electric fish, he was going to get the new radar, and I was an expert at it.

**Graham:** Did they ever?

**Southworth:** Huh?

**Graham:** Did they ever get that?

**Southworth:** Oh yeah, we did, yeah. In fact I tuned the radar once. I tuned that radar once, that new radar.

**Lutwitz:** Now, when we got to Midway, and got assigned to the *Finback*, the *Sennett* was in front of us and they left us a few days earlier, and we were ready to go, and it was about Christmas. And me being a young kid, you know, and a little bit anxious about the future. I went out by myself.

**Southworth:** I was in there Thanksgiving; I was in there before Thanksgiving.

**Lutwitz:** Yeah, but it took that long to refit the submarine. Christmas we were ready to leave. You got there earlier. Spent a couple months refitting the thing. We took the thing apart, put it back together again. And—.

**Southworth:** I didn't get on the *Finback* till the day it was going to leave.

**Lutwitz:** Yeah.

**Southworth:** I had nothing to do with refitting.

**Lutwitz:** That's right. We were ready to leave, with a complement, and he [inaudible] himself aboard! If he would have found an officer's uniform, he'd have probably been running this thing.

**Bellinger:** So, you set off on Patrol Number Eleven, you're both aboard the *Finback*, and tell a little bit about life aboard the *Finback*.

**Lutwitz:** Okay. The day before we left, I went off by myself, and there was moonlight. It was shining on the sand dunes; they looked like snowdrifts. And there was a tamarisk tree there, like what are called smoke trees, you see, around here, you know, and in the moonlight shining on them it looked like tinsel. And the sand looked like snowdrifts.

**Southworth:** Where is this?

**Lutwitz:** Midway.

**Southworth:** I thought it was on the *Finback*, out on a patrol.

**Lutwitz:** No, I didn't get there yet. Just before we left. There was a flare on a weather balloon. It was like the Star of Bethlehem, you know? And I was really, really concerned about the future, what was going to happen, very anxious, and all of a sudden—.

**Southworth:** You was with me, you were safe, Larry. You was with me; you was safe.

**Lutwitz:** All of a sudden, I had a great calm overwhelm me.

**Southworth:** On the island?

**Lutwitz:** All by myself. And that was when my mother was praying for us. And you helped save the submarine by talking to the captain, but my mother's prayers saved that submarine. Ninety-nine men. And now we left-- just before we left the dock, the crew asked the captain if they could get an ice cream machine. And he says, "Where are you going to put that--If you can find a place for an ice cream machine," he says, "I'll buy all the ice cream stuff, mix that you need."

**Southworth:** Did you know the guy's name that picked that up?

**Lutwitz:** No.

**Southworth:** Guy's name was Fred Denkmeyer [sp??]. From Wisconsin. And he was a refrigeration man. And he took care of our coolers. He was an older guy. Fred was probably thirty-five, forty years old. And he was on there because he was a refrigeration man, no doubt—preparing that. And he put that freezer down in the hold, under the control room. He made that thing set up down there to make ice cream. Fred Denkmeyer.

**Lutwitz:** So the captain got all the ice cream he could store. But we were all loaded up. And because there was ninety-nine men on the ship—normally the complement is two thirds of that—

**Southworth:** Eighty-six.

**Lutwitz:** Huh?

**Southworth:** Eighty-six.

**Lutwitz:** Eighty-six.

**Southworth:** Eighty-six guys on there.

**Lutwitz:** There was ninety-nine when we got off.

**Bellinger:** Were you picking up air pilots, maybe? Did you pick up flyboys on this trip?

**Lutwitz:** No, but the thing is, after the war, they told me to go to Regalia House, and get the bunting for the going-home pennant. So, I had another guy with me—I can't remember his name—but, the place was a riot.

**Southworth:** It was built for fifty-five, you know.

**Bellinger:** Yeah. I've seen the *Cobia*. So I have a little grasp of what it looked like.

**Southworth:** Did you go and look at the one over at Manitowoc?

**Bellinger:** That's it; that's the *Cobia*.

**Southworth:** You know where our sub was built?

**Lutwitz:** Manitowoc.

**Southworth:** No, it was not. It was not.

**Lutwitz:** No, I dunno; I wasn't there.

**Southworth:** Well, you've got to know, the sub you're riding on--where it was built, for cripes' sake.

**Lutwitz:** Where was it?

**Southworth:** Built up in--what's that town up there? About the sailboat?

**Bellinger:** Newport?

**Graham:** No... not Plymouth... I'll think of it... you guys keep talking.

**Bellinger:** Groton?

**Southworth:** No, not Groton.

**Bellinger:** There's Portsmouth, New Hampshire.

**Southworth:** Portsmouth, that's where it was built. And guess which sub we looked at, over at Manitowoc. They couldn't get one of their own. That was built in Portsmouth, just like ours. Identical sub.

**Lutwitz:** That gun they had was a peashooter compared to what we had.

**Bellinger:** The *Cobia*, at Manitowoc, they've taken out a lot of the bunks and the lockers, just so that the people touring the boat can stand. But you guys, you had somewhere between eighty and ninety men at this time, and you guys were hot-bunking--one guy gets off watch and he hops in a bunk that somebody else just vacated. How do you fit eight, ninety men on a submarine that was built for fifty-five?

**Lutwitz:** You get out of the way when the watch is over. That's why he cannot corroborate what happened on my watch because he's in the sack. And I couldn't corroborate what the other guy--because you did your job and you got the heck out of the way. Well, and we had one cook and one baker. And he knew the baker, he was called "Crazy Johnson"--

**Southworth:** I didn't get into the sack ever for four hours

**Lutwitz:** I got fourteen hours a day sometimes.

**Southworth:** I used to go in and help, used to have to go help Frenchy bake. Every night I helped him bake. You know what he'd do for me? He'd bake me these French éclairs. He said, "If you help me bake, I'll make you all kinds of goodies." He made me French éclairs and all that stuff. Unreal. And he had cans of strawberries and cherries and all that, and he'd make all these goodies up. And you know? I helped him make bread. You remember how long his arms was?

**Lutwitz:** Yeah.

**Southworth:** And I couldn't believe it; I said, "What's that big thing right there?" He says, "You can't use that." So he made all this bread for that many guys by hand, kneading it, you know, beat it and knead it--and you know why he did it? It was about four days from getting into port, okay? He's got the bread dough there and he puts it into the machine "Pookh!" "What are you doing?" He says, "You haven't figured it out yet, have you? I said no, and he says, "That's exercise; I'm getting my arm exercises making bread." And you know why he did that? 'Cause he liked to fight. Oh, could he fight.

**Bellinger:** And if he had a long reach, he had an advantage.

**Southworth:** Oh, he could scratch his ankles without bending over.

**Lutwitz:** We used to call him "Johnson, the Crazy Baker from Nova Scotia". He would get drunk and ride his motorcycle up the landing, seaboard--they'd run him out of every state. "If you ever come back, we'll throw you in jail." And when I was transferred to the submarine base from Newport, without papers--.

**Southworth:** We called him Frenchy because he was coming from Canada. The Crazy Baker.

**Lutwitz:** About eight o'clock at night, I said, "I'm tired, I'm hungry, I'm transferred here." And he looks on the list and says, "Well, you're not here. You are not here." And I said, "Well, I'm here and I'm hungry," and he says, "Well, kitchens closed, and we don't have a place for you can sleep, so you'd better go out there and guard the minefield."

**Bellinger:** Was that in California?

**Lutwitz:** No; this was in submarine base. New London.

**Bellinger:** Okay. So you're back to New London now.

**Lutwitz:** I said, "Well, if I'm not here, how can you put me to work?" He said, "Well, this is submarine service." Well anyhow, in the morning, they gave me a job helping

the junkman pick up the scrap. His name was Benvenuti. And we used to throw the ca--when a submarine got sunk, they used to throw away stuff away because it wouldn't fit the other ones, you know? Well, because I helped him, he gave me a box of his Parodi cigars. What they called? Guinea Stinkers. They were little fermented cigars; you could drive them through a board with a hammer; they were hard, and Johnson smoked them.

**Southworth:** No.

**Lutwitz:** So when we left on patrol, Johnson got nine boxes of cigars, and I got five boxes of cigars. And we're out in the middle of the first patrol, he ran out of cigars, so... he was going to pay me for the ones I had; I gave them to him. What he would do would be he'd knead the bread, and he'd put the cigar butt on a little shelf over where he kneads the bread, and the cigar would fall in the bread, and it'd end up baked and if a guy took a slice of bread, and there'd be a brown plug in the middle!

**Bellinger:** So you guys stood watches, you had four quartermasters so you guys got a little bit shaved off each of your watch—.

**Lutwitz:** That's right. Instead of four on, eight off, sometimes we stood three hours, sometimes, you know...

**Bellinger:** So, one of you was on watch, one of you was in a bunk or else somebody else would be on watch and in the eleventh patrol, where did you go?

**Lutwitz:** We went from Midway and if you look on the--where's that globe?

**Bellinger:** Here's the map.

**Lutwitz:** No, that globe, in that box. If you look on the map, Midway is almost exactly on the same latitude as Sofu Gan. Sofu Gan--here's, here's Sofu Gan, right there. See that little island? It's a pillar of rock, and here's Midway over here. It's almost thirty degree latitude; almost exactly, see? Right there? So, in order to get there, that's almost a great circle track, if you go through the center of the earth--almost a great circle, so just putting her straight. And I've forgotten how many thousand miles that is. But anyhow, what did you ask me?

**Bellinger:** I was asking you to tell about the eleventh patrol.

**Lutwitz:** After we left Midway.

**Bellinger:** After you left Midway.

**Lutwitz:** Oh, okay. Now, when you go over here, you're going almost due west on that almost-thirty-degree latitude. When you get close to Sofu Gan, there's a cold current coming out of the Bering Sea. I don't remember the name of the current,



but it runs along Kamchatka and comes down, and then there's a warm stream comes up from the Coral Sea, it's like the Black Stream, it's like the Gulf Stream in Florida. And where those two meet, when we cross that, the warm ocean was standing about three and a half inches higher than the cold. And there was a little waterfall of water going from the warm into the cold. It was not a straight line, but you could see it for many miles where the edges of the currents came together. And just before we got there we encountered a whale. It was coming out of the Bering Sea, and the son of a gun would not move. And we're on a collision course. And on a collision course in the Bering is always the same, you know? Anyhow, we slowed down and let the whale go by. His eye was about that big around. [*shows appx. eight inches*] And it was really brown.

And when we got to Sofu Gan which is called Lot's Wife. It's a pillar of rock sticking straight up. At night, we ran a torpedo run on it, because we didn't know if it was a ship or not. And we found out it was an island. Then right after that, you go through the Ryukyu Islands. South of Kyushu there's two straits, big straits. One of them is Osumi Kaikyo in the north, and south of that is Tokara Kaikyo, and we went through the Tokara Kaikyo into the East China Sea. And the first patrol was down around Okinawa and the south part of the East China Sea, and we had on board what they call SV radar, the biggest radar set ever put on a submarine, and our job was to broadcast ship and plane movements to Chongqing, preparatory to the invasion of those islands.

So we were a sitting duck; we were almost always on the surface, and every time we went to broadcast, the Japanese would send the planes on us. They traveled about seven miles a minute, and it takes a minute to dive, and so we had to spot them at eight miles or we were dead ducks, you know. So anyway, the lookouts would be scanning and they looked like little specks of pepper. You know how small they look; at eight miles, you can hardly see them. But anyhow, a guy would holler "Airplanes!" and we would go down. And one time, because we were lost, we never knew where we were. Because of the clouds, you couldn't get any star sights, and one time, the lookout on the other side hollered "Airplanes!" and we knew where the airfields were, so we knew exactly where we were then, because we could just take a bearing back to the airfield. But that was kind of uneventful. Then, we finished our thirty-one days on that eleventh patrol, and we were heading on our way out to go back home, and we got the call to go to Iwo Jima. And if you look on this map here, it's a pretty good piece of--here's Shanghai over here—we were in--here's the East China Sea here, and Iwo Jima's way over here. Iwo Jima is about, from where we were, it's about sixteen or twenty degrees. That's an hour, that's twenty degrees-- That's about a thirtieth of the diameter, or the circumference of the Earth. That's a long haul.

We went to Iwo Jima then, and we were in the Battle of Iwo, and after they finished that job, we were sent right back again to Okinawa. Now, when we went from Iwo Jima to Okinawa, we had to go through the Ryukyu Islands again, but this way, way south. And there was this little island called Yoran Shima. The

dialect changes from north to south. In the south, the island is called Shima, in Iwo the islands are call Jima and in the north the islands are called Chima. Anyhow, we went around Yoran, there's a lot of water around Yoran and it's pretty deep, couple of miles or so, make the turn, we just made it about thirty, forty degree turn, there was a Japanese submarine with his periscope way up in the air, about three football fields away, and they didn't see us right away, because they were probably looking way up over high for ships. And all of a sudden when they spotted us, they dove. And we knew they were there, of course, so that submarine shadowed us right after that.

And we were heading for Okinawa. We did not know there was a minefield along there, of course, and Okinawa lays about two hundred twenty degrees on a map, and we were sailing two hundred twenty degrees parallel to the coastline there, and Yoran is only, not very far, from the northern part of Okinawa. So, when it came time to relieve the wheel, the relief says to the wheelsman, "What course are you steering?" And he said, "We are constant helming on two twenty, which would put us parallel to the shoreline." But when he looked at the compass, the compass was passing one twenty. So he unconsciously fixed one twenty on the course instead of two twenty, so we were going a hundred degrees, almost right angles to the course. We're heading right through, into the minefield. So, all of a sudden, I walk over to the side of the ship, to add an increment to the ocean, and I see this mine come up and touch the hull. And you said you remember hearing the cables "ghk-ghk-ghk", scraping around the hull. Remember that? And I thought to myself, if I report it I'll cause a panic; if I don't record it it's wrong, and just when I was thinking of reporting it, somebody hollered "Mine!" and I look out, and everybody's seeing mines all over. The storm must have lifted the anchor; you know, jerked the anchor up and slacked off the lines, 'cause they were floating. And we were in the middle of this damn minefield! So what do you do? Well, you stop. Then you turn the screws around, one forward, one aft. We turned the submarine around one hundred and eighty degrees and headed back in the direction we came. But see, the Lord had it all figured out: when you disturb the plankton in that area, they light up. And when we looked out, we saw a lighted path in the water.

**Graham:** Oh my gosh!

**Southworth:** At night, you got fluorescence in the water.

**Lutwitz:** And we traveled out the same path we came in.

**Graham:** Wow.

**Lutwitz:** They stay lit for about thirty minutes, they're little bitty animals! Saved our bacon. You see?

**Graham:** That's a cool story.

**Lutwiti:** Huh?

**Graham:** That's a cool story.

**Bellinger:** So this was near Okinawa; this is January of '45? Or is this fall of '44? When is this?

**Lutwiti:** It was right after Christmas.

**Bellinger:** Right after Christmas, so this is the twelfth patrol.

**Lutwiti:** Right *after* Christmas.

**Bellinger:** So this is the twelfth patrol.

**Lutwiti:** Oh yeah! Yeah. After Iwo Jima.

**Bellinger:** Right. So—.

**Lutwiti:** No. No. No. The first one was after Christmas. We were out thirty days... thirty days after Christmas we went into the battle of Iwo.

**Bellinger:** 'Cause what we have here—.

**Lutwiti:** --like another two weeks or so.

**Bellinger:** The eleventh patrol *returned* to Midway on December the 24th of '44. That's the eleventh.

**Lutwiti:** Wait, wait. Say that again?

**Bellinger:** The twelfth--George Bush was picked up on the tenth patrol. The eleventh patrol she was put in Pearl Harbor for refit. On her eleventh war patrol she was again detailed to lifeguard duty in the Bonins, so then presumably, she picked you guys up at Midway on her way to the Bonins, right?

**Lutwiti:** No. We left Midway into the East China Sea, and put in thirty-day patrol.

**Bellinger:** Okay. The submarine's twelfth patrol, made between January twentieth and twenty-fifth of March, 1945, the East China Sea. That was the twelfth patrol.

**Lutwiti:** Okay.

**Bellinger:** So that—.

**Lutwiti:** Oh yeah! The last one!

**Bellinger:** Yeah, that's the last one.

**Lutwitz:** That's the last one. But it was two patrols in one.

**Bellinger:** Okay. So it was an extra-long patrol.

**Lutwitz:** Yeah.

**Southworth:** I took three on there.

**Lutwitz:** Normally, it was about thirty days.

**Bellinger:** Okay.

**Lutwitz:** Well, we finished the one, and were on our way home when we got called to stay.

**Bellinger:** Okay. So you [*Jim*] were on the eleventh patrol? Did you leave before him?

**Southworth:** I think so.

**Bellinger:** Okay. So the eleventh patrol was the one in which she did lifeguard duty in the Bonins, and sank a freighter on the sixteenth of December. Does that sound familiar?

**Southworth:** Doesn't. I asked him a while ago, do you remember "Sampan Charlie"?

**Lutwitz:** No.

**Southworth:** I got a cool story about him.

**Bellinger:** Mmkay.

**Southworth:** East China Sea, he's a real red-headed guy, and his daddy was to come off up by the--lives up on the East Coast; his dad was a fisherman, had a fishing boat, so he's on boats out there, fishing all his life. He's red-headed. He's a lieutenant. Can't remember what his job was, but I nicknamed him Sampan Charlie; you know why? Every time sampans—you remember, in the China Sea—.

**Lutwitz:** No, but that was before I got on. When I got on—.

**Southworth:** Listen. Let me tell the story. Well the sampans, what they'd do, when those airplanes would spot you, they'd shadow you. They'd send these sampans, supposed to be fishing sampans, but they always had radios on them, and they'd radio back and forth where it was. And I remember surfacing, with sampans, and they'd got us all surrounded. And what they'd do is they'd drop a cable down with a hook on it. And if they could catch you, hook you; they'd drop a depth charge right down the cable. And so anyway, we surfaced, and here's all these goddam sampans around. And those sampans, there's one right in front of us. He said, "Full flank, let's go, man." He cut one right in half, cut a sampan, and I'm taking

the twenty-millimeter on the right-hand side, in the counting car [??], and these guys are jumping out, and we're shooting them in the water, and one guy comes up—it must have been the pay boat. He had the thing to make money, you know, occupation money? He's carrying this printer with all this money, and guess what I did. Pft! I nicknamed him “Sampan Charlie”.

**Lutwitz:** The record of the submarine before I got on was twenty-seven ships sunk or damaged. I had a picture of the battle flag, but that was destroyed. I may have a copy of it.

**Southworth:** So you don't remember Sampan Charlie.

**Lutwitz:** But see, he was on there before I got on.

**Bellinger:** Okay.

**Lutwitz:** Now, I was always assuming that he got on when we left Midway, but he was on the patrol before that.

**Bellinger:** So, you were on Patrol Eleven and Twelve...

**Lutwitz:** Now, I didn't know that. That's why I always wanted to know how he got on the ship.

**Southworth:** He was confusing me; that's what I told you.

**Lutwitz:** That's why I wasn't sure, see, that's why I don't remember what he witnessed, because I wasn't on the submarine then.

**Bellinger:** So we need to hear more about Patrol Eleven then; about the campaign in the Bonins.

**Southworth:** Yeah, and I can remember that one good. Remember, normally there was a silent radio, normally, you know that?

**Lutwitz:** Huh?

**Southworth:** Normally a silent radio; wasn't supposed to talk back and forth, except for short reports to Pearl, you know?

**Lutwitz:** Yeah.

**Southworth:** Anyway, we got a message. This ship, they wanted it. It was a white-painted white ship, that's one when we got in trouble... I remember that run. Anyway, we were supposed to board it, check see what they had in it, so we surfaced, and this boat, it said it was supposed to be a hospital boat. And of course, guess what happened when they blinked that we was going to board it, check it out? Hospital

ships, you can do that? Sides fell down; guns come out and started shooting. Do you remember that?

**Lutwitz:** No. Because I wasn't on then.

**Bellinger:** So, the Japanese put hospital designations on battleships.

**Lutwitz:** Yeah, they would paint a hospital thing on the ship and—.

**Southworth:** What they would do is haul in all kinds of goods from Formosa, North up the China coast.

**Lutwitz:** Anyhow, getting back to the Japanese minefield, we got out of the minefield, and right after that, I was standing watch, and we had a starboard lookout, Freeman. He was a good lookout. And I was checking his starboard quarter, on the bow, and then I checked the port bow lookout, and I went to check the stern lookout, and I saw two torpedoes miss us by thirty feet. The submarine that we surprised was tailing us all this time. But now, when we say we're constant helming on a course, they lay out a zig plan like this, see, like this. But you don't steer the plan; you steer on it, but you turn the wheel one over to the right for a certain number of seconds, and you turn the wheel left a certain number of seconds, so you form a sinuous path on the zig plan. Now when you get to the corner, you may actually go a complete turn in order to make the corner. But you're constantly changing angle on a bow. When the submarine spotted us, he got to hanging on the bow, when we were sailing left on the squiggle, and the second time, took another shot, and figured, that's the angle of the bow; that's our course. So he fired the torpedoes, figuring that we were going to be at a certain place, but we were turning the other way when he fired.

**Southworth:** He thought we were going to turn into it.

**Lutwitz:** The torpedoes missed us, one was thirty feet; the other was about twenty feet. Then, the next day, the fog was about thirty feet high on the water. You couldn't see anything in front of you, but you could see up. They have a little pipe, about a half-inch pipe about eight inches long on top of the periscope shears called the APR--that's Analyzer Pulse Rate. That's for detecting radar. By the signal coming in there, you can tell whether it's an air-based radar, or ship-based radar, or land-based radar. The land-based is very sharp, air-based is very sloppy, and ship is in between. And we knew there was an airplane on us, coming at us, but we couldn't see it, and all of a sudden I look up and there it was, forty-five degrees high, right smack in front of me, and I saw the bomb bay doors open, and I saw this thing fall out of there like an oil barrel, and it looks like it's going to hit me right smack in the teeth—tchm!—over my head, and landed about a hundred feet or so behind the ship, and blew up, raised the stern out of the water, and unhooked the—torpedo's, chain falls with a hook and eye on the ceiling, you know.

**Southworth:** OK, they hit a guy in the face. Hit a guy in the after torpedo room,

**Lutwitz:** Hit him right across the nose! The hook fell off, the guy was sleeping on the top bunk when it happened, and the hook flew off and hit him in the nose, almost broke his nose. Then when he got up, the locker door flew open and hit him in the face, knock him down again. Remember that? He was sitting there saying, “Am I dead or am I not?” The guy got hit in the head with a chain-fall hook; well, the things are about inch and a half, two inches around. It's what they use when they lift the torpedo up, you know, when they line it up, put it in the tube, anyhow, that was right after, so, we almost got sunk in the minefield, then we got shot at with torpedoes, and then we had this guy come in on us like that, and then we had airplanes coming at us from the shore—now what the heck other--.

**Southworth:** So your mother saved the boat, eh?

**Lutwitz:** Prayers.

**Southworth:** Must've.

**Lutwitz:** Seven days in a row... every day, for seven days, we almost got sunk. And another thing: on the way out, after we got the bomb dropped on us and it was foggy, no cloud—no star signs because of the clouds, at night they were going to map the shoreline to find out where we are. So they mapped the shoreline with radar and marked it on a chart. So we got up to periscope depth, and we had ghost pips on there, and you know, we couldn't figure out what these ghost pips were on the screen, and just funny thing. So we decided to take a look, and I'm quartermaster, open the hatch and I look, and right in front of me is a whole Chinese fishing fleet, sailboats and rowboats, and there was a guy so close that he had a look of horror on his face—I could hit him with a fish pole! And he thought we were gonna sink him, because he was right alongside. And he was then at that time, he looked about as old as I do now. He was really, old, grizzly old. Wrinkled prune type. Of course, I think the Chinese look old when they're middle-aged—.

**Southworth:** The Chinese fishing boats was fishing for the Japanese--.

**Lutwitz:** That's right.

**Southworth:** --because they had that west coast of Japan, east coast of China--.

**Lutwitz:** Yeah. And the minute—.

**Southworth:** So they was all Japanese—Chinese fishing for the Japanese patrol.

**Lutwitz:** And he had a look of horror on his face because he figured he was going to get sunk! And all of a sudden he saw the American flag come up—'cause we don't take it down when you dive, you know—and all of a sudden a great big smile showed up on his face and he hollered. He hollered real high. And all of a sudden

*all* the sailboats dropped their sails. And right in the middle was a Japanese gunboat. He was telling us that boat was there.

**Southworth:** Remember what it looked like, a sailboat that was submerged? Do you remember that one? It was a submarine.

**Lutwitz:** Yeah.

**Southworth:** And they had it faked like a sailboat. It had a sail on it, so that it looked like a sailboat, and it was a goddam Japanese submarine, and we got it in our right sight, and they everything all—*pbbt*—submerged, sail and all.

**Lutwitz:** Well anyhow...

**Southworth:** Remember that? Or that was it on my watch?

**Lutwitz:** When those sails went down, when they first mapped the thing, they got these ghost pips; also there was an indistinct island, a fuzzy island in there. And we found after we surfaced, there's five anti-submarine vessels in that atoll, ' the "fuzzy island" was five antisubmarine vessels. So they came after us. And that's when you took over. I logged a hundred forty depth charges...

**Bellinger:** So this was near the mouth of the Yangtze river?

**Lutwitz:** We were right in there yeah, and there was a submarine—.

**Bellinger:** There was a submarine base there.

**Lutwitz:** The Wangpoo River comes in here, joins the Yangtze, and that's where Shanghai is. And on the south end, right around the corner there was a submarine base. And when I saw the submarine, or the sailboats, I saw a Japanese submarine on the other side of a sand spit, going to the left. Everybody was standing up on there; lined up with their blues, their white hats--they're going liberty on a Japanese submarine. That's how close we were. We were right in the middle of this damn Japanese submarine base in the Yangtze River. That's a hell of a place to be in one hundred twenty feet of water.

**Graham:** How'd you get away without getting blown up?

**Lutwitz:** Well, that's where he came in. We cracked sixty-one feet of the hull. I logged a hundred forty depth charges—144 depth charges—he logged 136 depth charges—that's two hundred eighty depth charges between us. And when I called him up a couple of years ago and said, "You remember that?" and he said, "Well, I don't remember how many," but I said, "I do remember logging in sixty-eight depth charges in sixty seconds." Now, a depth charge usually goes *click-bang*, and they were just going *bang!* They were so close, and we're sitting on the bottom—



**Southworth:** It was right on the bottom.

**Lutwitz:** And...

**Graham:** In the mouth of the Yangtze River.

**Lutwitz:** Right at the bank, the delta, the fishing bank.

**Southworth:** You remember what was in the Yangtze river?

**Lutwitz:** Huh?

**Southworth:** Remember what was there?

**Lutwitz:** I think we're coming in on--we found a hospital ship?

**Southworth:** Correct. You know the message we got? The message was "Fair exchange"; in other words, they wanted that ship. So we're supposed to risk our submarine for that ship. So we chased the stupid thing up the river, and here come four gunboats coming downriver, destroyers, and it's not a place to be, and we turned tail. Well, do you remember the last part? When we was on the bottom, running out of oxygen? You remember that?

**Lutwitz:** I remember...

**Southworth:** We were down there thirty-eight hours; I remember exactly.

**Lutwitz:** The submarine on the inside is twenty-seven feet in diameter, and that's about— {calculates} It's about from that wall to there, see? [This interview was conducted in a living room roughly 5.5 meters by roughly 4.5] And then inside, there are like railroad rails, for frames inside...

**Southworth:** There's the stuff on the ceiling, insulation and stuff...

**Lutwitz:** Against-- The rails were about that thick, and from the steel hull up to about an inch and a half of the outside it's all glass wool. But in those days it was needles; it wasn't like the glass wool is today. Today, it's real fluffy, cottony stuff. But at that time, they were hollow needles. That's what was used for insulation.

**Southworth:** It was on the ceiling, thick, you know...

**Lutwitz:** On the ceiling, and the sides, and—.

**Graham:** And it was exposed.

**Southworth:** Yes. It insulated the hull.

**Lutwitz:** The glass was covered by an inch and a half of cork, and that was kind of like a

painted wall. But it was about that much glass wool in behind there, and then in there was your oil lines and your gas lines and air lines and all kinds of stuff buried in behind that.

**Southworth:** About five-inches layer of insulation, the back--.

**Lutwitz:** --in tanks, [inaudible] but anyhow, all the stuff came loose, into our skin, into our clothes, into our bed... terrible. And it wouldn't rot; you had to pick 'em out... just the whole skin was all full of pinholes like...

**Graham:** From the submarine vibrating from the depth charges.

**Lutwitz:** Well the glass wool would penetrate the skin.

**Southworth:** Blew it off. Our bunks and everything was full of it.

**Lutwitz:** It was like needles! See the glass wool was poking your skin and getting into your clothes and it was just like you were all full of bristles, and that was about the worst part. And then the depth charging busted all the light bulbs, and all the radio tubes. Unless, only ones that were in paper packages, they were the only ones that didn't break. So they had practically no lights and--.

**Southworth:** No radio.

**Graham:** All the way back to Pearl Harbor, you had none of that?

**Lutwitz:** We were in a hundred twenty-five feet of water! And it was seven hundred miles before we could get into deep water, so there was no way to run into the deep water because there wasn't any!

**Graham:** Wow.

**Bellinger:** If you come over here, I've got the Google map; you can see the shoreline. So here's the mouth of the Yangtze River by Shanghai, and you see all this shallow water here?

**Lutwitz:** It's a continental shelf that goes for hundreds and hundreds of miles before it gets over a hundred fifty feet.

**Bellinger:** So, here's the continental shelf.

**Lutwitz:** Yeah. See there? This is all shelf from here all the way there—there's only a hundred fifty feet of water here! From here to here! Then it starts to drop off, you know?

**Bellinger:** So the big drop-off is by Japan; there's a continental, there's a trench here. This is all flat underwater and it's even worse here because there's all that silt from the

mouth of the Yangtze river.

**Graham:** So when you wanted to get away, how deep did you want to be?

**Lutwitz:** Oh, about five hundred feet. [laughter]

**Bellinger:** The maximum depth for a boat of this class was three hundred--.

**Southworth:** Three hundred feet.

**Bellinger:** --three hundred feet was the maximum known safe depth. A couple times in emergencies subs got driven down a little further and lived to tell about it.

**Southworth:** We did. We got down to five hundred feet.

**Bellinger:** On this twelfth patrol?

**Southworth:** I don't remember when but...

**Bellinger:** There was an occasion where you did.

**Southworth:** Getting away from the front boat, you know why we went that deep? Is--I don't know if you know this, Larry, but--there was a depth with a definite water change. We had a sensor for water temperature, and if you got below that depth and the water changed, they couldn't ping you; they couldn't find you. So to save our asses, we dove until we got below that shelf and the water changed.

**Lutwitz:** Actually, it acts like a mirror. The junction in the water acts almost like a mirror and the sound waves bounce right off.

**Bellinger:** So if you got under this level at about—.

**Southworth:** ---the water changed they couldn't ping you and find you.

**Bellinger:** But off the mouth of the Yangtze River, that wasn't an option because the water wasn't that deep.

**Lutwitz:** A hundred fifty feet was the deepest there was! For miles, a hundred miles, a couple hundred miles!

**Southworth:** They beat us into the bottom there, I'll tell ya.

**Graham:** You stayed there for how long?

**Southworth:** Thirty-eight hours. And you remember what the captain said? See, I was in the control room that time.

**Lutwitz:** Yeah. He was on watch; he relieved me.

**Southworth:** I must have been the quartermaster; I was that man.

**Lutwitz:** He relieved me. It was only right after he took over.

**Southworth:** I was sitting on the deck right in the control room. Skipper and Zach, and I was sitting on the deck; there was about--and the guy that runs the air blow, you know, the air panel control, what do you call that? Anyway, he was there.

**Lutwitz:** Manifold

**Southworth:** Anyway, we was all sitting on deck there. And the skipper said he whispered, he said--and you sat on the deck because it was a hundred thirty-eight degrees in sweltering temperature. So he has a pair of shorts on--I took out my sub-sandals, you know that?

**Lutwitz:** M-hm.

**Southworth:** You remember what they looked like?

**Lutwitz:** What?

**Southworth:** Sub-sandals?

**Lutwitz:** No, I...

**Southworth:** I've got mine yet. The leather straps across the toe, it's got a piece around the back with a strap. I took out my sub-sandals--should see 'em. They're in the closet at home. Should do something with them; they're stiff, you know, they're old. Anyway, we're on the bottom, we're running out of oxygen. Thirty-eight hours.

**Lutwitz:** Yeah.

**Southworth:** And hearing got really strange, and the eyesight started getting dim because the oxygen. And the skipper said, "I guess this is it, fellas," he said, and I remember the words good. He said, "Pass the word back, if you've got something to say, better get it done because this is it." And I looked at him right in the eye and I said, "Skip, I ain't ready to go; I got a lot of shit to do back there. I ain't going to lay here and die." And he looked at me; he looked at Zach, at the guy on the manifold and said, "What the hell's the difference? Blow her up; let's try it." You don't remember that, huh?

**Lutwitz:** Well, I didn't know how we got out of there.

**Southworth:** That's how we got out. And we surfaced, and one guy went on top. That was probably you they stuck up there, right? And we just ran. And there was four of them behind us, shooting at us, and I was down in the control room. You could hear 'em, *B-ZOoom!* But they kept [inaudible] on us, they just shoot straight, and

the top of the submarine's not very wide, you know, like you said, the whole sub below in the water--.

**Bellinger:** So the only thing that was above was the conning tower?

**Lutwitz:** Yeah. The conning tower was not very wide. A lot of what the conning tower's is just fair water [??], just metal.

**Southworth:** I went on radar right then, and we just barely--and the skipper was really hollering orders out. And I remember this part too; I don't know if you know this, but we were trying to outrun them, we were just going a yard at a time away from them, you know. We was outrunning them.

**Lutwitz:** Yeah.

**Southworth:** Slowly. And they're shooting at us. And luckily, they never hit the conning tower. It's strange they didn't hit it, one of them shells, because they fired a lot of them. And he said, hollered back into the engine room, he said "I want her all!" And they said, "Skipper we've got 'em wide open!" and he said, "Knock the goddam governors off and let's go!" And they did! They had governors on these diesel engines so they could only run so many rpms, you know. They knocked the governors off. It got so hot, I don't know if you remember this, but in the maneuvering room, back where they do the electric part.

**Lutwitz:** Yeah. Yeah.

**Southworth:** Them guys could only go in there a minute, two minutes at a time it got so hot in there. 'Cause all the juice comes in there, they can either put it in--the diesel engines got generators on 'em, they can either run it down to the batteries or right direct to the electric motor, and blow them guys right under them four electric motors. You can imagine how hot it got in that room.

**Lutwitz:** Well, there's sixteen-hundred engines, they're nine-cylinder, nine-cylinder Fairbanks motors, opposed-piston diesels, each with sixteen hundred horsepower apiece. Four of them. That's what, sixty-four hundred horsepower? Imagine how much heat they throw out! Now—.

**Southworth:** Do you understand how the submarine runs, for them?

**Bellinger:** I know just enough to get confused, so please explain.

**Southworth:** Okay. What they are is they are diesel electric, [inaudible] run the same way. They do not run off the diesel engines. What it is, is a generator on the end of the diesel engines. Okay?

**Bellinger:** M-hm.

**Southworth:** And then the generators put out juice, electric juice. And then for the two props, something round like that, so they had an electric motor here and an electric motor here, and over here electric motor and electric motor. They had four electric motors with two in each bank, rotate two propellers then. So, two electric motors each run one propeller. There's two screws that go back on the propellers.

**Bellinger:** So you use the diesel when you're on the surface, and that's what you use to charge those electric batteries--.

**Southworth:** Correct.

**Bellinger:** --and you use the electric for when you're submerged.

**Southworth:** So when we're submerged, it runs off the batteries [inaudible]. When we're on the surface, they can put some of the juice back in the charge, of the batteries, or put some right on the electric motors, any way they want to do it.

**Lutwitz:** They're motor generators, so you can make 'em put juice in or you can start an engine by running the battery juice into the generator, to turn the motor over. Or you can turn the motor over, charge up the batteries; see it's reversible.  
[Southworth also talking in background] The motor generators--the engine and the generator motor is one unit, and then they've got a maneuvering room which distributes the power, and because it's hot--it's only about that wide, and you're sitting there, controlling sixty-four hundred horsepower.

**Southworth:** The maneuvering room back there, with electric motors right below, then all the juice comes through that panel there, and they had levers for putting the juice back into the—.

**Lutwitz:** There's another thing, too I thought of too—.

**Southworth:** It was so hot in there that they'd go in there with those big thick-assed plastic gloves, and be in there about two minutes at a time. They'd open doors, shove 'em in there, take 'em back out.

**Bellinger:** Now, that was under normal circumstances, or--.

**Southworth:** No, no.

**Bellinger:** --this was the emergency circumstances you were describing?

**Southworth:** That's when we was running away from all this crap.

**Lutwitz:** Now there's another thing too. See the diesel engines got two shafts, 'cause opposed pistons, they're going “bang, bang” like this. The top shaft delivers eighty-three percent of the power, and the bottom half is seventeen percent of the power; that's used to run the auxiliary equipment: water pumps; you know,

[inaudible], anything; generator; light generator--all that junk. But there should be a way—and there may be a way; I don't know for sure—that you could transfer that fifteen, seventeen percent back into the power. I mean, you could tap off both—.

**Southworth:** You did know there was a nine-hundred horse in the forward engine room? There's a nine-hundred horse down in the bottom, you know. You know that?

**Lutwitz:** No, I didn't.

**Southworth:** Got five diesel engines on there. We had four sixteen-hundred-horse—two in the forward engine room, two in the back engine room. But the forward engine room had a nine-hundred horse down in between the two.

**Bellinger:** So it had an auxiliary motor?

**Southworth:** So we had an auxiliary nine-hundred.

**Lutwitz:** And the forward torpedo room, they got a deck. And when they load up supplies, that whole deck was covered with canned goods. And when you walk through the torpedo room, you're walking on cans.

**Bellinger:** I know that sometimes the submariners would stick extra--you'd have a heck of a time squeezing into the head, because there would be so much extra stuff stuck in it.

**Southworth:** We had the crew's quarters right behind there, and we had the showers in there. What was there? Four showers?

**Lutwitz:** Well, yeah.

**Southworth:** Anyway, it was filled with potatoes and food.

**Bellinger:** I'm going to pause things here, so that you guys can get up and take a break, and--

[break in recording]

**Bellinger:** Okay. We are running again, and we are going to backtrack a little bit, and we are going to review Mr. Southworth's career on the war patrols before my dad joined. Larry Lutwitz joined for the twelfth war patrol; we are going to back up and review the Tenth and Eleventh Patrol. The Tenth War Patrol of the submarine *Finback* “sailed on the sixteenth of August, 1944, under the command of Lieutenant Commander Robert Russell Williams, Jr., and was assigned to lifeguard duty in the Bonins. Guided by friendly aircraft, she rescued a total of five downed Navy aviators, one very close and inshore off Chichi Jima.” I am quoting from Wikipedia here. “Watchman Torpedoman First Class, Donnet Kohler, pulled out a tall lanky young pilot who ended up becoming the 41st

President of the United States, George H. W. Bush.” So, we're going to pick up with Mr. Southworth talking about the Tenth War Patrol, about picking up five fliers. Also on that patrol, it is recorded here that the *Finback* tracked a convoy and sank two small freighters, despite having the escort break the attack off a couple of times. So on the Tenth Patrol; you were off the Bonins and off Chichi Jima. Do you remember any of the details of those particular adventures?

**Southworth:** The thing that I thought was that we just picked those three guys' airplane up, and we just picked him up. So I'd figured the other guys didn't get out, but they did get out. And what happened, I found out later, what happened was the Japs rowed out and got them, the other two; guess what they did with them? The next morning they cut their heads off. That night for supper they had their livers.

**Bellinger:** It was reported that Bush was the *last* pilot to, in that particular campaign, who escaped with his life, that the Japanese did kill anybody else they caught, period.

**Southworth:** That was the standard thing with--any flyboy automatically got his head cut off next morning. That was, you know, to keep them from flying. And what he was there for--they knew he was going to get hit; that's why we was there. Because they set the guns up like this, and what they was supposed to do was come in and blow them towers down so they couldn't radio-communicate with Japan, and they knew they was going to get hit, so the thing was they told them: fly in there, drop the bombs, and pull over like that and then bail out. 'Cause they were going to get hit.

**Bellinger:** Tell us about the radio towers, what their function was, and why this was such an important target.

**Southworth:** Because all our communication from that island there was our radio towers in communication with Japan.

**Bellinger:** So what Lieutenant Bush and his crew took out was the—.

**Southworth:** It was nothing but a kamikaze pilot.

**Bellinger:** Okay.

**Southworth:** Talking about kamikaze Japanese pilots, they knew they was going to get hit. So they called us in to pull them out, if they could get off the airplane, out of the airplane. So they was going to get shot down; that was it.

**Bellinger:** The Japanese considered the Americans crazy for risking a submarine for one or two pilots--.

**Southworth:** I didn't know that.

**Bellinger:** --but the fact that the flyboys knew that somebody was going to be out there



looking for them--.

**Southworth:** Wow! Could you imagine, they're going to get shot down, they knew that!

**Bellinger:** Yeah.

**Southworth:** Well, see, after the war, they wasn't gonna see them after the war again, they were going to kill them. If they got out of the airplane, got in the lake, got in the ocean there, they was going to kill them.

**Bellinger:** So, on the tenth patrol, the *Finback* rescued a total of five fliers. Do you remember anything about any of the rescues at this point?

**Southworth:** All I know is that *somebody* on that damn boat's got his gun, these guys' guns. I'd like to have one of them. See, they carried a different gun, you know. They carried--it was instead of a .45 automatic—they carried a cylinder gun. It was stainless steel. Because the salt water, they knew they was going to go in the lake with it. Do you know what that gun was really for? They only needed one bullet. It was a five-shot, cylinder-engine gun, you know? With a round just like that goes around? And it would hold five bullets? Well, the automatic's got a slide that goes up in the tail end of the handle of it? On an automatic, pull the little thing back and bang-bang-bang-bang. This here cylinder goes around and shoots one shell at a time, anyway, they give them guns so if they went in the water—"pfft"—they were going to get killed anyway, so it was to get rid of themselves.

**Bellinger:** So, if they saw the Japanese were coming for them and not a submarine, then--.

**Southworth:** Might as just well do it.

**Bellinger:** Yeah.

**Southworth:** 'Cause they're going to torture them, and they're not going to make it easy when they kill them, and they want to know information, too, so they was going to get tortured for information and then killed. So they give them that gun to kill themselves, actually.

**Bellinger:** On the tenth patrol, also, you were in the Bonins, off Chichi Jima; do you remember any other events from that particular patrol? It said that the *Finback* took out two freighters, but was that on your watch?

**Southworth:** I mean, it was all shooting at something with torpedoes, you know. Every time you shot it, every time you torpedoed, you remember what happened, Larry? You took a beating for it, right? Maybe not a freighter, but they still had escorts, you know.

**Bellinger:** They all had escorts.

**Southworth:** It was easy for them, because that torpedo, you talk about the fluorescence, the torpedo left a big wake, you know they could follow the wake and know where you was!

**Lutwitz:** Because when he was on there, they had the steamfish.

**Southworth:** Yes.

**Lutwitz:** And when they got to Midway, they took the steamfish off, but some naughty boys in the forward torpedo room forgot to mention the tankful of torpedo alcohol. They didn't take that off.

**Southworth:** We had a still in there, we used to still—.

**Lutwitz:** One of the guys put a hose down in there, and a pinchcock and they took a can of orange juice, poke a hole in there, and they poured half in the bilge, suck a little, pull on the hose, and fill it up with alcohol.

**Southworth:** You remember they knew them crazy guys was going to drink that stuff, right?

**Lutwitz:** M-hm.

**Southworth:** Do you know what they did to—it was good alcohol, you know that?

**Lutwitz:** Yeah.

**Southworth:** But they put croton oil in it.

**Bellinger:** What's croton oil?

**Southworth:** Well, if you drink it, you get the shits.

**Bellinger:** Oh, it's croton, the plant.

**Lutwitz:** Yeah, yeah.

**Bellinger:** That kind of oil.

**Southworth:** Croton oil, they put in the alcohol so you wouldn't drink it. But what we did in the forward torpedo room, we made a still. So we distilled the bad alcohol off of the good alcohol—get rid of the croton oil out of it. Remember; was you on here when I pulled that on the chief, not the chief of the boat but another chief?

**Lutwitz:** No.

**Southworth:** Jeez, remember what I did? We was about three days out from Pearl. And these guys got to nipping the alcohol, you know. So what I did is I switched their alcohol; I put croton alcohol. What they was drinking, they had a jug there they

was drinking.

**Lutwitz:** That was naughty.

**Southworth:** One was the chief, and I don't remember the other guy. And we was about three days out. And these guys were nipping on the alcohol. So I went and switched their alcohol, I put croton oil alcohol there. Then they passed out on the bed. You know what I did? I sewed his pants up to his shirt and sewed his socks to his pants leg, so, like, everybody's waiting, and I did them things all the time.

**Lutwitz:** That was naughty,

**Southworth:** And the guy's trying to get his pants down, but he couldn't get them down because I sewed them up. And he's going to get the shits because he drank the croton oil alcohol. And so he's trying to get his pants down and everybody's waiting, watch him 'cuz he is gonna shit his pants you know.

**Lutwitz:** That's a bad way to run a war.

**Graham:** I can't imagine what that submarine must smell like.

**Southworth:** And, you know, back on the head you know what I did once? Remember that flapper on the toilet there had a gasket on it? I took and put something under the gasket so that when you went to blow the toilet, it would plop open the [inaudible] and *pbfft* over the ceiling.

**Bellinger:** Lovely.

**Southworth:** I did little things like that. I was known as the Jokester one time.

**Bellinger:** Did anybody get back at you?

**Lutwitz:** Were you on our side?

**Southworth:** Well, I remember they called diving emergency and you always had a place to be. And I'd go back by the diesel engines and I'd watch what's going on--I'd cut my pants off and made shorts, so and I'd probably have a couple pieces and I'd wash it and lay it on the diesel engine so it would dry, you know. And I remember them toolboxes; sort of them flat benches side of the diesel engines? I'd lay on there and the throb of them engines was like a mother's kitten, you know; it put me to sleep. And I'm laying there and I have my bucket, and so they took and tied my hand to my bucket, and they tied a rope on it about ten foot long, and when the alarm went off, I took off with that bucket, you know, and I hit the end of the rope, and they was all waiting for me to come to, because you had a place you ought to be when "Dive, dive" went off, you had to be somewhere to do something. And so they had me hooked up to that rope, my clean—doing my laundry. So they pulled stuff on me.

**Lutwitz:** Before I got to the West Coast, I was still on the submarine base. It was deer hunting season, and I got thirty-day leave. So, I stopped at the Mapleton, old man Tupper [??], who run a cheese factory— .

**Bellinger:** So we're talking about when you were at New London.

**Lutwitz:** Yeah. Before I went over the ocean; I happened to think of it. Went out for supper, and I said, "I've got thirty days' leave, and when I go back to the East Coast, there's a guy named Dutch; he's got a beer tavern. He sells beer, ale, and stout; he sells sandwiches, cheese and sausage sandwiches." I'd buy a Herkimer, New York Herkimer cheese, slice three eighths of an inch thick and as big as the bread for sixty cents. I said I told him I would bring him a Mapleton brick. And he said "Oh that would be great." So I said, "When I leave, come up and pick up a perfect Mapleton brick." And he said, "Okay, fix it up."

**Southworth:** What's that, cheese?

**Lutwitz:** Cheese, yeah; brick cheese. That was very, very famous; very good stuff. So I paid him for it; it was eight dollars and thirty-five cents, I guess, something like that, for five pounds of cheese.

**Southworth:** What did we get paid a month?

**Lutwitz:** Forty-six dollars a month, starting out.

**Southworth:** Was it?

**Lutwitz:** Yeah. Because I was making \$246 on the merchant ship, and when I quit I took a two hundred dollar reduction. We're starting out about forty-six dollars a month.

**Southworth:** You mean we did get about forty six dollars, I thought it was less than that.

**Lutwitz:** Well, they may have taken out some for your clothes and food and whatnot, but it seems to me. Anyhow, after deer hunting season I went up there, I said "I'm on my way back," and he wrapped the cheese in eight layers of paper and tied it with a string and I put it in the top of my sea bag and I said, "I've got to go back to the East Coast." I'm going to Chicago, so I figured I'd better take the third from the last train, I figured, to make sure I get on. And when I got there it was so full nobody could get on. The second from the last one, that was so full nobody could get on. And the last train, there was just one strap to hang, and I got on there. So, next to the toilet there was a little space between there and the seat. And just before we left, a kind of a chubby lady came on. And there was no place to sit, no place to hang, and she spotted the sea bag, so she sat on the sea bag.

**Southworth:** Squashed your cheese.

**Lutwitz:** Cheese on the top. Well, anyhow, by the time we got to Massilon, Ohio, time

zone change, there was only five people left in that car. Then, we got back to the base; I got back there about midnight, I threw the cheese in the locker and I went to bed. And at nine o'clock in the morning, I hear voices. "If we catch him we'll kill him. If we catch him we'll kill him." I'm like, uh-oh, they must have smelled the cheese. So I waited until nobody's around, and I took it out, and I stuck it in a navigation locker, you know, with the sextants? I had the key, of course; I was in charge of that. So, in there was an air-conditioning line that kept it dry. So that brought the smell all over the whole submarine. But nobody could tell where it was coming from. [laughter]

**Southworth:** You remember going up to the WAVES' quarters, you know where—.

**Graham:** They didn't get hell from the enemy; they got it from each other.

**Southworth:** You remember the thing got smelling so bad—On the sub, we never took a shower, you know.

**Bellinger:** You couldn't; you had cans of potatoes in the shower!

**Southworth:** My last run was ninety-six days. Must have been yours too, huh?

**Bellinger:** The twelfth patrol was the one where you did that double duty?

**Southworth:** My last run was ninety-six days; that's all I remember. And never took a shower, never shaved, never cut my hair.

**Lutwitz:** Then, when I picked up this thing, put it in the navigation locker, I waited until nobody was in sight, and then I sneaked over, took it over to Dutchy's. He put it in the counter. A couple days later, I said, "Well, the cheese is gone," and he said, "Yeah, a half hour after you left, people said 'What's that terrible smell in here?' and..." so he said, "I took it home, put it in the refrigerator, and in the morning my wife says, 'No you don't,'" so he says "I put it in the garage in the rafters and the neighbors were complaining," so he said, "I invited them all over and we ate the whole thing up." [laughter] Then, somebody else bought this thing, and they called it "Bonnie Brae". Now, I was living in Chicago. I bought a brick of Bonnie Brae to share with a friend. I was going to give them half of it. I cut it in half and there was a big black spot in the middle of it. I tossed the whole thing.

**Southworth:** I remember we got beat up so bad, I remember when a five-inch deck gun was bent, like that, over, when it was welded in there. You remember that?

**Lutwitz:** No. Well, say that again.

**Southworth:** Our five-inch deck gun, from being depth-charged?

**Lutwitz:** No, I didn't see it after that, no. But I know how much damage it did. Oh, you're talking about going in—.

**Southworth:** When we come back on our last run--.

**Lutwitz:** Yeah.

**Southworth:** --our deck gun was blowing at thing sort of cock-eyed like that. It was welded on the hull.

**Lutwitz:** I didn't notice that part. Now, when we went into, remember when we went into the dry dock in Pearl Harbor and a school of fish followed us in there?

**Southworth:** No.

**Lutwitz:** And there's seventy feet from the bottom of the dry dock to the cranes up there, about seventy feet. We pumped the water out. When it got to be about that deep, you could see the fins of these fish. And the local dockworkers, they just quit working and went down; they were going down on the cables, and they were hitting those fish with everything they could swing at them, and they hook them up and up, crane-lift them up, and took them off and took them home and cooked them. And about fifty-five percent of the population was of Japanese extraction at Midway—I mean, ah--.

**Southworth:** Pearl.

**Lutwitz:** Pearl, and they would not let them fish, because they were afraid they were going to drop off some messages to some Japanese submarine or something. So—.

**Graham:** They wouldn't let them near the water, huh?

**Southworth:** Out on a boat, no.

**Graham:** Oh.

**Lutwitz:** And then, of course, see, when V-J Day, they were so happy, and they were so resentful about the Americans there, that they started riots and they beat the hell out of them. Another guy and I was going to get this bunting for a going-away present, a pennant, and a bunch of kanockis [??] jumped us on the bus. And we backed up to the back of the bus and we were walking on their bodies on the way out. The whole place was a shambles. And everybody was so glad to get rid of the servicemen, then because they were so well pinned down.

**Southworth:** You know we had a [inaudible] about the recreational fund on that boat, didn't you? Did you know that?

**Lutwitz:** Well, I never had anything to do with that, but I remember they gave us two weeks rest at the Royal Hawaiian, and I was going to sue the Navy because I didn't get any rest.

**Southworth:** No, why you drank too much?

**Lutwitz:** [laughs] [inaudible] over there with them. But anyhow.

**Bellinger:** When you were—the dates on the eleventh patrol was lifeguard duty in the Bonins, was that off—that was also Chichi Jima? And, was the battle of Iwo Jima and, um—.

**Lutwitz:** Well, there's Kita Iwo, Iwo Jima, Chichi Jima, and Haha Jima, all in a string; they're all Volcano Islands.

**Bellinger:** Okay. I need to bring up the battle dates for that. The eleventh patrol was the one where they were detailed to lifeguard duty in the Bonins, and this is the Bonins here, that I'm looking up on Wikipedia right now.

**Lutwitz:** Look up Volcano Island.

**Bellinger:** February, Nineteen Forty—I'll just have to find the battle of Iwo Jima here, get the right listing, just so we can get the dates right. And so, the battle for Iwo Jima was during February 1945. So you guys, that's when you guys were doing lifeguard duty off of Iwo. So, the eleventh patrol, you were doing lifeguard duty in the Bonins, according to good old Wikipedia here, and—

**Southworth:** I remember being off Okinawa, too.

**Bellinger:** That was very shortly after.

**Lutwitz:** Exactly. We went to Okinawa too, yeah; that's where we ran into the minefield.

**Bellinger:** So, let's go to Wikipedia again, and we'll get the dates on it. Do you remember anything in particular about the—the eleventh patrol got one sentence in Wikipedia; it was about saying that you guys did lifeguard duty in the Bonins and sunk a couple of small freighters. The Battle of Okinawa started April until 1945, so you were not in the battle itself; you were in the reconnaissance because the—

**Southworth:** It was on the west side of the island, to stop shipping.

**Bellinger:** Here are the Bonins, and they haven't quite finished loading yet. So here are the Bonins, and there's a whole lot of nothing out there, let's try, we'll have to back up just a little bit more. Well, now you can't see them at all. So there's just this odd batch of Volcano Islands here, and the actual Battle of Okinawa was, the actual battle of Okinawa was from, according to this, was April through, early April until mid-June.

**Southworth:** You've got it all right there.

**Bellinger:** So you guys weren't in the Battle of Okinawa but you were off it. You were doing

recon before then. Does that sound right? Because according to this, the dates were—.

**Southworth:** All I remember was they were still fighting on the shore when they pulled us in there.

**Lutwitz:** Yeah.

**Bellinger:** Okay.

**Southworth:** And why they pulled us in there—.

**Lutwitz:** After the battle of Okinawa is when we end up in, not to many days after that, we ended up in that Yangtze River there.

**Southworth:** Did they give us fuel when we went into Okinawa? When they pulled us in there did they give us some fuel or something?

**Lutwitz:** No. Not Okinawa; no.

**Bellinger:** You didn't have control of that area yet, did you?

**Southworth:** No, they wasn't done fighting when we was there; they'd just taken the beach.

**Bellinger:** It's also possible that Wikipedia could have some of the wrong dates for these patrols.

**Graham:** I was thinking that, too; I mean, these guys probably know more than they do.

**Bellinger:** --than they do. Because, well I mean--.

**Southworth:** You know, the dates and the time that don't--.

**Lutwitz:** I'll tell you, it's, ah--.

**Southworth:** I just remember, at Okinawa we pulled in and anchored and I remember the women and their kids jumping off the cliff. I remember that.

**Lutwitz:** Know when the Battle of Iwo was?

**Bellinger:** February, February, it was during your twelfth patrol. February. February of 1944 [sic].

**Lutwitz:** You remember the date?

**Bellinger:** Started the Nineteenth.

**Lutwitz:** Okay. Now, Nineteenth, say, Twentieth. It's, ah, Ryukyu Islands from Shanghai,



is seven hundred miles there. That's seven hundred miles. Five hundred—.

**Southworth:** When we got in, you know what they did with it? They fumigated, they burnt everything; all the mattresses and stuff, they just took it off and burned it up.

**Bellinger:** You've got a hundred guys living there in rather primitive conditions, it's going to reek, especially if you guys are playing games with the croton oil.

**Graham:** I can't believe you'd do that when it would be bad enough already.

**Southworth:** Yeah but it was fun, I was the entertainer one.

**Lutwitz:** All right. One degree here on the surface is twenty-five—.

**Southworth:** I never did figure out how, but I'm the only guy that ever got a shore leave.

**Lutwitz:** Thousand miles.

**Southworth:** Thought that was pretty good, but he said I saved the boat, you know.

**Bellinger:** If you're the guy who looked the captain in the eye and said "We're not quitting", I guess you did save the—.

**Graham:** Or maybe it could be the shore leave because of all the practical jokes and they wanted a break.

**Southworth:** No listen. The submarine would make bets on anything, so there was all this money bet on whether I'd get home or not. When I just went out, my ditty bag, to go over and get a ride, they wondered if I was going to end up in some fight out in the islands somewhere or if I was going to get back to the States or, you know. So there was big bets on whether I'd make it back, or hitchhiking back— .

**Bellinger:** So how'd they collect?

**Southworth:** Well, when I come back. 'Cause when I got to ride back, when I hitchhiked back there, I got to ride the *Enterprise* aircraft carrier.

**Bellinger:** The aircraft carrier?

**Southworth:** The *Enterprise*.

**Bellinger:** So, this shore leave was when?

**Southworth:** I don't remember.

**Bellinger:** So you—.

**Southworth:** It's while he was--he remembers. It's while he was sitting there while they tore

that thing apart and put it back together.

**Bellinger:** Okay. So, while they were refitting out at Midway—.

**Southworth:** I was home.

**Bellinger:** You were home, and it was—.

**Southworth:** Nononononono. After we got beat up over in the Yangtze River and that. That's when I got the leave.

**Bellinger:** Okay. And then, so you got back--- So you [Larry] were kicking around Pearl waiting for the refit, and you [Southworth] had gotten home for shore leave.

**Southworth:** I got leave.

**Lutwitz:** Bully for you! [laughs].

**Southworth:** I knew that was going to get him! I had to tell him the story.

**Lutwitz:** I wasn't unhappy staying on that ship; I'm a sailor!

**Southworth:** Oh, you got to drink beer for ten cents a can.

**Lutwitz:** I was just a-- Man, land life is for the birds. You don't need lots of money. Out on the ocean everything is paid for.

**Southworth:** I had to wire—by the time I got— we got paid; you know, we just got in, we had three months out there, and we got paid for three month, right. Cash. I got on a ship, and got to San Diego, by the time I got to Frisco, I was broke; had to wire home to get money.

**Lutwitz:** I got the letters from home, and I would send five or ten dollars home, and then I'd have to ask them to send it back. You know, we never got paid when we were supposed to get paid; we were always months and months behind—

**Southworth:** I had so much of my money sent back. Every month, so much, I got sent back. So I had a nest egg when I got home.

**Lutwitz:** If they send you a gift, it'd come and you'd end up with the package and the string. Everything that was in it is gone.

**Graham:** Really. Always?

**Bellinger:** Well, sometimes it got damaged in transit, too.

**Lutwitz:** Yeah, but there was people in the—theft—Midway was a transportation—a transit area for smuggled goods and stuff like that. One guy, they had a game, one

guy made something like six thousand dollars playing some gambling game and he hired two bodyguards and they found him dead and the bodyguards were gone. People would come in—I could have bought—you know this [inaudible] china? Beautiful. I could have bought a complete eight-piece set for twenty-eight dollars. And I was considering it, but it wouldn't pay because it would be all busted by the time it got home, you know? I thought, well gee, that would be nice. Midway has got two islands. Midway is two islands. And there's kind of like a reef between them. And you can walk up to here; walk from one to the other on those reefs. I picked up cats' eyes, the operculum off of a snail. It's kind of a conical, half-round thing with a dark center. And they call it tiger eyes or cats' eyes. I was going to save a cigar box for them; I was going to have them polished, turn them into ring sets, and I had a twenty-dollar bill and a cigar box full of those cats' eyes in the locker, and somebody broke the lock off the locker, and stole them and my—and when they found this guy that won the money floating and the bodyguards were gone and jewelry was—and people from the [inaudible] were getting gemstones and stuff like that.

**Graham:** Jim bought a diamond there.

**Lutwitz:** Real cheap and no arms [??] and I remember my brother-in-law was in the Air Force, and he was flying over the Hump in Burma when they were building the Stillwell Road and they—.

**Southworth:** Yeah, I bought a diamond ring in Midway.

**Lutwitz:** [inaudible] He rode a DC3, and he used to tie the airplane to a tree and rev it up, get it going, and a guy would cut the rope with an ax to get the thing in enough speed to get up over the mountain. But we were there—.

**Southworth:** He's better at dates and a lot of stuff than I am.

**Lutwitz:** Huh?

**Southworth:** He was a real quartermaster; I was a jokester.

**Lutwitz:** But it doesn't make too much difference; you did the work, I mean, and appellation didn't mean too much, you know. But he relieved me. Now, on the way out after the depth charging and we got up about twenty-seven, twenty-nine knots...

**Southworth:** We did.

**Lutwitz:** Huh?

**Southworth:** We did. We really went, man.

**Lutwitz:** Well, we're on our way from Shanghai to the Ryukyu Islands; we had to go

through the Ryukyu Islands. So, after we got away from the enemy, lightning on the horizon, and Freeman was our starboard lookout. At the end of the watch he came down and I said to him, I said, “You didn't report anything tonight.” He says, “I didn't see anything tonight.” I said, “What about that lightning?” “Well, yeah, I saw that.” But I said, “Well... that could be one of the biggest battles of the war. You know the gunfire”—.

**Southworth:** [while Lutwitz was talking] That was our insignia right there. Go on, see this? Look at our insignia. What was that? Was that an insignia for it?

**Graham:** Like a black cat on a—.

**Southworth:** Looks like a pirate, pirate hat on riding on a torpedo.

**Lutwitz:** What's that, an insignia?

**Graham:** I don't know, no wonder you like skull and crossbones stuff all the time.

**Lutwitz:** Well, *Finback*. See, the thing is—.

**Southworth:** You should copy that for me.

**Lutwitz:** You see the thing is. It destroyed all my, my pictures are destroyed. I had pictures of that battle flag, but I think I may have had some copies made before they got so badly destroyed.

**Bellinger:** I have some decent pictures of yours in the file cabinet, and I will take them to—.

**Lutwitz:** The thing is they're probably not worth. [LL and JS talk over each other]

**Southworth:** What does it say on this one? I can't quite read it.

**Bellinger:** This says, “SS-230 USS FINBACK, patch on the left contributed by—” different people.

**Southworth:** I really like that one, 'cuz he's wearing a pirate hat.

**Lutwitz:** Now, that skull and cross bones, that was on the battle flag; the one on the right.

**Bellinger:** Okay, the blue skull and crossbones?

**Lutwitz:** Yeah. And all the hash marks for the ships.

**Southworth:** Can you take a picture of it?

**Graham:** Yeah, I can take a picture.

**Bellinger:** Or I can also send you the link, 'cause you've got a smartphone there.

**Graham:** Yeah, just do that.

**Bellinger:** Um so, when we're done with this opus, I'll give you all, you can just look at the laptop, or I'll e-mail you all these links. Um, we got distracted on the subject of the insignia a minute ago; you were talking about, the guy was on lookout and he didn't report the lightning?

**Lutwitz:** Yeah.

**Bellinger:** Would you pick that up again? 'Cause that's—

**Lutwitz:** At the end of the watch, terrible weather. And he came down, I said “You didn't report anything tonight.” He said, “I didn't see anything.” And I said “what about the lightning”, and said, “You're supposed to report *everything* you see, and let somebody else decide whether it's important or not.” Well, he didn't say anything. I said, “That could be the most important sea battle, with gunfire reflecting off of the clouds or something like that.” The very next night, same time—

**Southworth:** We got that current home.

**Lutwitz:** --I heard the engines revving up. I felt the engines revving up. So they must have had a contact.

**Southworth:** Pouring rain and shit.

**Lutwitz:** So, Freeman comes down. He's just about ready to come down, he says, “Lightning on horizon!” He said, “There it goes again!” And then PLOOCH! A shell lands right abeam starboard.

**Graham:** Wow.

**Lutwitz:** And then, “PLOOCH!” another one, right abeam port exactly the same distance. So the third one is coming right at us, and right away we dove, of course, I heard them rev up, and they started to dive. And they clear the bridge, he come down. Then, as we're going down, I looked out the back hatch, and I looked back, and there was a great big cloud of smoke, and they do that deliberately to give them a target, you know? All of a sudden, BOOM! A shell lands right smack in the middle of the black smoke. And that's when you got clobbered. We're on our way, there was an island there called—

**Southworth:** I got clobbered?

**Lutwitz:** Huh? Yeah. When a torpedo broke loose and wrecked your back.

**Southworth:** Oh, okay.

**Lutwitz:** Okino Erabu Shima. And there was a radio station on that one. Now, when we

went down, when the--.

**Southworth:** Your letter helped that. Your letter helped me on that.

**Lutwitz:** Yeah. Now see, the thing is, when we went down to avoid that gunfire, he was in a torpedo room. And the torpedo slid and smashed against his hip and busted it, or something. Now, we had the best electronics bunch you ever saw. These guys were terrific. They took a can, that big can that they get the vegetables and fruit in, you know, restaurant sized, and they cut a slot in it with—.

**Southworth:** Even says “Service Connected”.

**Lutwitz:** —tin snips; just a little slot. And then they drew a line on there, and they put the can over the APR, the radar detector. And they turned the can until they got a signal, and then they hollered down to the wheelsman to move the ship; move the bow in line with the line of the can. And then we were heading right for the radar station. So, the minute we were headed to the radar station, they shut the radar off. Because they knew we could put a five inch shell through their picture window. So, we made a turn right to go through the islands, between some islands in the Ryukyu chain. So, Captain calls the officers together; I don't know if you remember that. He says, “Put down—I want to know whether we should go down underneath or on the surface.” Well, they all voted to go on the surface. There were three submarine chasers across the mouth of that opening. “Well, we'll go on the surface.” He says, “Well, I'm glad you agree with me, because that's the way we're gonna go whether you had voted or not.” So we put down the coal, and headed for the sub chasers, and they split! One of them went north, one of them went south, and one of them went through the damn chain without a scratch. And a little while later we arrived at Guam. Because that was about where Yoran come in, right down around in here. We had Guam is over here, and the Marianas. Here. There's Guam, down here, see? We went from there to Guam. And from Guam, we went. Pearl Harbor is almost a straight shot from Guam to the Panama Canal see?

**Bellinger:** Were you at Guam? Did you stop at Guam?

**Lutwitz:** We refueled at Guam.

**Southworth:** I don't remember that.

**Lutwitz:** We refueled at Guam, and we were told not to go ashore, because somebody was going ashore, collecting memorabilia and whatnot and got shot. There were still snipers on the island.

**Graham:** Wow. That was a local that shot.

**Bellinger:** There were still Japanese, puttering around and hiding out.

**Lutwitz:** They were taught, apparently they were taught that they were going to get killed, and they believed that, so they didn't give up.

**Bellinger:** The Japanese had developed; they had taken the idea of the Samurai from the Middle Ages and in the Nineteen Twenties, the military government just infused the whole country with this ancient Samurai culture superimposed on the industrial war machine that they were building. It was, I've only just started researching that; I'm not really familiar with all of the details, but the Japanese culture took that old idea, put it on top of a modern war machine, and the whole country was mobilized on a war footing a decade before Pearl Harbor. Because Japan was going to take all this new knowledge and it was going to dominate all of East Asia. And so the Japanese military government had instituted a dictatorship where the Emperor was a figurehead and virtually powerless, and very frequently kept in the dark about the operations. And what they were saying a few minutes ago about the people jumping off the cliff in Okinawa; the Japanese had butchered Chinese peasants, Indonesians, Burmese... forced them into slave labor, because the Japanese idea of a warrior was a man who never surrendered. So somebody who surrendered was not a man, and was not a warrior, and therefore not entitled to respect. This is why the Japanese were so brutal against prisoners of war; because in the Western culture there was no shame in surrendering. But in the Japanese, there was. And the Japanese warriors had a proverb that the farther you got from home, where people were watching what you were doing, the more likely a soldier was to do some really horrible things. I don't remember the exact wording of that proverb, but the farther the Japanese troops got from the home islands, the more brutal they were to the local population. Somebody finally made a movie a few years ago, about the Japanese attack on Nanking where they butchered a quarter million civilians in one day, and the Japanese government still has not admitted that in its school textbooks. But the Japanese who held the Okinawa garrison figured that, this is how our people behaved in China, therefore this is how all soldiers behave, therefore when the Americans, British, whoever, arrive, they're going to do unto our people what we did unto the others. And so, there's a 1993 National Geographic article. Charles?

**C. Bellinger:** Yeah?

**Bellinger:** Would you go downstairs and find the 1993 National Geographic Okinawa article?

**C. Bellinger:** Which month?

**Bellinger:** I don't know, but it's in the 1993's, and you know where to find those; they're in order.

The Japanese soldiers, based on their own abuse of civilians, and because their propaganda machine also, "Let's defend the islands to the last man". Thousands

and thousands and thousands of civilians either committed suicide or were killed by Japanese troops because the propaganda machine had convinced them that the American troops were going to butcher them when they came ashore. So the American troops come ashore, and the few survivors come out of their holes, and the Americans start handing out food. And they saw the tunnels where the locals said, we thought you were going to butcher us; my whole entire family is dead in that tunnel. So. Are you talked out for a while, or do you have anything you wanted to add to this? Let's give this a rest, then...

**Southworth:** Well, I'm thinking of going home pretty soon.

**Bellinger:** See if this is recording. This is running. The U-505 was a German U-boat captured in D-Day, June sixth, 1944 in the North Atlantic. This submarine, of course, as is well-known, is now in the Museum of Science and Industry in Chicago. At that time, Larry Lutwitz was a kid in sub school, and the call went out for submariners who could read German script.

**Southworth:** Can you? Can you really?

**Bellinger:** Apparently--.

**Southworth:** What's the name though? What's the name, Lutwitz? Sounds Polish.

**Lutwitz:** Well, it's about as Kraut as you can get. I asked my grandfather, how come it's got an "I" on the end? [talking over each other] He said, "Well, because my uncle was a Polish count."

**Bellinger:** No. Actually, the name comes from the border German lands between the German-speaking Austrians and Slovenia. So, but anyway, the U-505 was top secret, of course, because the Germans thought it was sunk and didn't know the Americans were reading their code book. So there was an appeal at the various submarine schools on the eastern seaboard to see if anyone wanted to take the U-505 out for a shakedown run, and there was even some rumor flying around that they were going to send the U-505 against the *Tirpitz*, although that sounds kind of hare-brained to me, but you never know; people were coming up with all sorts of crazy ideas, 'cause you never know, one of them might work.

**Lutwitz:** That idea wasn't so bad, you go up with a German submarine with a German crew, waving the German flag, they would welcome you, even though you weren't Germans and you were going to sink the *Tirpitz*.

**Bellinger:** So, did you actually get aboard the U-505?

**Lutwitz:** Yeah.

**Bellinger:** Did you guys go down to Bermuda for that?



**Lutwitz:** No.

**Bellinger:** They brought it in to, they brought it to New London?

**Lutwitz:** It was in--.

**Southworth:** Oh you was on it out in New London, huh?

**Lutwitz:** No, it was in Newport.

**Bellinger:** Newport. Okay.

**Southworth:** But you was on it out there?

**Lutwitz:** When they captured the boat, was the way I got it, is they took it.

**Bellinger:** Yeah. He was on it during the war.

**Lutwitz:** The Germans set demolition charges on there. But the American crew that forced it up were so fast; they got on that boat and see all the Germans were up on there trying to get off of there before it blew up.

**Southworth:** And they opened the floods on it and were gonna sink it?

**Lutwitz:** No; they set demolition charges in there.

**Southworth:** Oh, no.

**Lutwitz:** So what they did is they got in there and they stopped all this. Well they may have opened a few yeah. But the Americans stopped it from sinking. And I heard that they took the crew and they sent them to Kansas, on the farms. They didn't want the Germans to know whether thing got sunk or not. So they were happy working on the farms. So they advertised for volunteers to crew that ship to go into the fjord and blow up the *Tirpitz*. I went there; I volunteered; I said, "Well I'm gonna see if I'll volunteer". So I go up there, I get on this ship, and it was a piece of junk! The walk up the middle was only that wide and made out of strips that wide in the middle, and there was slop in the bilge.

**Southworth:** I was gonna ask you, how exactly does that compare to one of our subs? Terrible. Terrible.

**Lutwitz:** Well it was, I took one look at this thing and vent valves were hand-operated and they had a wheel about that big around on about a one-inch thread coming out of the ceiling. And when you're standing on the catwalk corner, the rods were sticking a couple inches from your head, you know, and you had a real long thread on it, and I said, "Well hell I wouldn't want—" I just said "there's no way I'm gonna go on this boat!"

**Bellinger:** And apparently the opinion was unanimous? Nobody wanted to sail that thing out of the harbor?

**Lutwitz:** I don't know. I don't know about anybody else, but--

**Southworth:** Terrible.

**Lutwitz:** But compared to, even our old boats, old boats and whatnot, the old [inaudible], they were in a lot better shape than that one.

**Southworth:** They were; well I think of World War One subs were better than that.

**Lutwitz:** The old boats were used as school boats. What they had done was they had taken the engines off of the old boats and put them in a power plant in Hartford, Connecticut. And the diesel engines were driving generators. And when the war started they took the engines and put them back in the old boats and we would use 'em for school boats. But in there, we were supposed to chip the paint out and put a new coat of paint on the submarine. So we did. We chipped the paint, and the hammer went right through the hull. So there was a hole in the hull under the paint, and we didn't dive it more than about thirty feet, [laughs] water would come in every which way. But the tanks were so rusty that the paint would hold the water out.

**Bellinger:** So, why don't we—.

[End of Interview]