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Interview with
Roland Broaddus
December 9, 1977

Place of Interview: Irving, Texas

Interviewer: Dr. Ronald E. Marcello

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Approved: Roland Broaddus
(Signature)

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Oral History Collection

Roland Broaddus

Interviewer: Dr. Ronald E. Marcello

Place of Interview: Irving, Texas

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Dr. Marcello: This is Ron Marcello interviewing Roland Broaddus for the North Texas State University Oral History Collection. The interview is taking place on December 9, 1977, in Irving, Texas. I'm interviewing Mr. Broaddus in order to get his reminiscences and experiences and impressions while he was aboard the cruiser USS Phoenix during the Japanese attack at Pearl Harbor on December 7, 1941.

Mr. Broaddus, to begin this interview, would you very briefly give me a biographical sketch of yourself. In other words, tell me when you were born, where you were born, your education--things of that nature. Just be very brief and general.

Mr. Broaddus: I was born in Dallas, Texas, on August 9, 1915. I lived in East Dallas between Peak and Carroll on Main Street. As a matter of fact, that's where I was born, and during the first eleven years of my life, I lived in that neighborhood. I went to grade school at David Crockett grade school.

Dr. Marcello: Where did you go to high school?

Broaddus: I went to Dallas Tech. That's called Crozier Tech now. The year I started, it wasn't a technical school in a sense, but they had opened the shops. They were waiting for the Negro schools to get their shops put in, but we did take classes. I took machine shop and drawing. I liked my history and English and studies like that, but I did have a tremendous amount of drawing and shop, which has paid off.

Marcello: When did you go into the service?

Broaddus: In May of 1934.

Marcello: Why did you decide to enter the service?

Broaddus: Well, this is something I've thought about a lot. In 1934, there was not much promise for an individual. By that, I mean, that if you really wanted to do something, you had to have a whole lot of backing, and, you know, when I say backing, it's money. And there wasn't any money. My father passed away, and my mother kept the family together with my two brothers.

Well, I had a scholarship to Southern Methodist University on a government thing. I could have gone out there, but money not being at hand, where could I get money to buy books? I could work, but that would only make me enough to eat.

So in chancing about on what to do . . . being in the National Guard like I mentioned to you before we started this-- Texas National Guard . . . I was real young, but I had some

idea of the military. I had four years of military training in high school. Military life didn't bother me very much; I was kind of accustomed to it and had grown into it, you might say. So I was thinking I'd like to go somewhere. How do you travel? Well, I wasn't particularly interested in going to the Gulf of Mexico; I wanted to go overseas.

So one day I was thinking about it after I finished high school. Well, somebody mentioned the Navy, so I plopped down and got an application. I got through the application and physical with flying colors, but in doing that . . . I started this along the summer, but the season of jolly things came along, you know--Thanksgiving and Christmas--about the time I was going to go. So I told the guy down at the recruiting station, "I changed my mind."

And that winter was terrible! We had ice and rain. Oh, man, that was the winter of 1933! We had ice up to the curbs, and I drove a truck to help my brother who was sick. I changed clothes three and four times a day. I'd come home and put on dry clothes and go out again. Well, that went on up until the first of the year. Along around February, I said, "There's a better thing to do than this. I know there's warm places."

So out of just something in my mind, I went down and

said, "Hey, how about getting in the Navy." The guy said, "I know you. You've been down here before." "Yes." The guy says, "Well, I'll tell you, if your records are intact, we'll see what we can do." He says, "I'll call you." Well, he didn't even get out of his chair, you know. But, oh, maybe three weeks later he called, and he says, "We've gone all over your records." He said, "Check back." He says, "Everything's in shape, but I think it will be maybe a month or so, but definitely if you want to go, we can take you." So I said, "All right." And that's the way it started-- about the first of the year. Then by May they were ready for me to go.

Marcello: How hard was it to get into the Navy at that time?

Broaddus: It wasn't easy. They had a strict quota. They took about thirty-four per month. And a lot of the people that wanted to join the Navy had, like, police records. Children were a little different then than they are today. Kids experimented with stealing a few things and maybe some of them even had drug things against them. By the way, drug laws was a lot more strict then than it is now. To give you an example, we as kids knew it was very easy to get; we knew where to get it, but we also knew that if we got caught with it and we were driving a family car, the family car went down and was put in the pokey just like we were. Well, us wasn't so bad, but the

family losing the car was terrible. So we learned right away to stay away from it--not that experimental things didn't go on.

But there was a lot of people wanting to get in the services at this time. A lot of them would go in the Army just maybe to get away. You couldn't get a job. About the best you could get was part-time, especially if you were young.

Marcello: Despite the low pay that one received in the service at that time, at least the military offered steady pay and three meals a day and a place to sleep and live.

Broaddus: That's right. Definitely. Like I say, military life didn't hold no scare for me because I had ROTC for four years; I was two years and some months in the Texas National Guard. It didn't bother me. What's a regulation? You just follow it and get as close to the corner as you can. If you get caught, so what? You get punished, but, you know, just don't carry it overboard.

Marcello: Where did you take your boot camp?

Broaddus: At San Diego.

Marcello: Was there anything eventful that happened in boot camp that you need to get as part of the record?

Broaddus: Yes. After me kind of being "wishy-washy" about getting out there, well, when I got there, they checked me over, and they says, "Well, your blood pressure is too high." And so I had

to stay in "quarantine," they call it, an extra three weeks until my blood pressure came down. It never did come down, and they finally sent me to a doctor. He says, "Well, you can go home tomorrow, or you can stay here. What do you want to do?" I said, "I want to stay here. I didn't come out here all this far to just turn around and go back. I don't really know what it's all about yet." He says, "Well, your blood pressure . . . you're pretty healthy, so go down there and tell them I said to give you a haircut." You see, the first thing they did after you got everything taken care of, they give you a haircut. They didn't cut it all off, but they cut it pretty close. By the way, our hair styles today are not much different, because when my hair was cut it was . . . when it came down, it come to my chin, and it was greased straight back (chuckle). There's nothing new, really, doctor.

Marcello: How long did boot camp last at that time?

Broaddus: Three months or ninety days.

Marcello: Now where did you go from boot camp?

Broaddus: Oh, my military training paid off in boot camp. I was recruit company commander, and the dorm we lived in, I was in charge of it night and day when the two chiefs weren't there. That was pretty good. Well, it was interesting to me. As I think back over it, I was just a kid, you know, and I had authority

in high school, but there it was a little different kind of authority. I never had any trouble. As a matter of fact, nobody did there.

Marcello: How did you get to become recruit company commander? How did you manage to get that? Was it because of your previous military training and background?

Broaddus: The way they did--and they still do probably--they make out a card on you at the recruiting station. When you get there . . . at that time, there was two chiefs who were instructors, and they called you in and talked to you. And then at first there was nobody, and they finally would have certain guys step out and do this and do that, and then in the end it boiled down to who they thought was the best. It was a matter of elimination. I was their biggest one; there were a lot more bigger ones than me, but size did have something to do with it.

Marcello: So where did you go from boot camp?

Broaddus: I went aboard a transport and went to the East Coast. I went aboard the Chaumont, and on the East Coast I went on the repair ship USS Medusa. I was working in the machine shop on the Medusa.

Marcello: In other words, you were becoming a striker for machinist's mate?

Broaddus: Yes, you see, in high school I had had machine shop and

blueprint reading, and when I went aboard there, they took me right in the shop and put me on a machine.

Marcello: Those repair ships are fascinating to me.

Broaddus: Really!

Marcello: They evidently have virtually every type of machinery possible on board.

Broaddus: That's right. The Medusa was, I guess, at that time fairly modern. Optical stuff was just coming in, and they had a large optical shop. They had a complete foundry, which was very unusual aboard ship; they could make castings, I guess, up into, oh, I would say, twenty-four inches, thirty inches in diameter. And it was a real foundry; the people would live there. In the Navy, in the shops, we slept right where we worked. The people in the foundry, they slept down there with all of the grime and everything. They were funny-looking fellows when they'd come out, you know, and take a shower in the evening after they got through working. The optical shop was big, roomy, and they had it up on deck where they could get natural light all the way around. In those days, we didn't have the elaborate neon system and stuff like that, but they did have that. The wood shop, cabinet shop, and all that was good. And they had a tremendous . . . what they called "outside gang," the repair people, that went . . . in the mornings, they would leave the ship and go to other ships

and work all day and come back. And when they came back at night, they would bring things that would go down in the machine shop and be made or repaired and take them back the next day. Some nights we had to work.

Marcello: Describe the on-the-job training that you received aboard the Medusa.

Broaddus: Well, the on-the-job training was kind of like this. When I went down in the shop, they don't force you; I was just let loose to walk around making yourself acquainted for about a week. And they said, "Well what do you know to do?" I said, "Oh, I can run that lathe over there." So they gave me a lathe, and they would give me a job, and if I needed any help, well, they'd help me.

Marcello: You did find, then, that the senior petty officers were willing to help you and teach you and so on.

Broaddus: Oh, yes, yes, yes. They were more than willing. You see, the Navy was operating under curbed money and help. If they found somebody that knew something, or wanted to learn something, they were more than . . . they'd go out of their way because that took the load off the other men, and that's what they do. As soon as they thought I could start that thing and grind a tool and put it to the metal, well, they were willing to come over there and tell me anything I wanted to know.

Marcello: And when we talk about senior petty officers in that pre-Pearl

Harbor Navy, we are generally talking about men with a great many years in the Navy, are we not?

Broaddus: Yes, that's right. People I worked under on the Medusa, oh, all of them had over eight years; some of them had over twenty, and they were going for thirty years. I know the guy that run the machine in front of me, he had sixteen years in. I remember him.

Marcello: And rank moved very, very slowly in that pre-Pearl Harbor Navy.

Broaddus: Oh, yes, yes. They didn't give nobody nothing; you had to really get down there and work at it and for it.

Marcello: And then to advance, you had to take service-wide or fleet-wide examinations, and there had to be a slot for you, too.

Broaddus: That's right. There had to be a vacancy, and you had to pass your exam. You had to study, which, to some people, was kind of hard, but again, like I say, when I was in the military service, I learned what a manual was, and I knew what you had to know out of them even before I saw one because I didn't have any trouble with the learning part of the books--that didn't bother me a bit. As far as the machine work, I did good there. I ran the lathe, and then they moved me over on a great big grinder that had a magnetic chuck that you put cast-iron rings on it, and you'd grind them. I learned to do that, and then learned to run a slotter which cut slots

in the rings where they'd split. The Medusa was a very interesting thing, but they were short of men in the fleet, and that's when I had to leave.

Marcello: When did you leave the Medusa?

Broaddus: I left her after about a year and two months.

Marcello: And where did you go from the Medusa?

Broaddus: I went to the USS Idaho, which was a battleship of the line. As a matter of fact, I think the Wisconsin, Washington, and . . . was there another one? I believe there was three that they built. But at that time, the Idaho had just been refurbished, and she was a real, real man-of-war ship. And there's where I learned what it was like to learn to live under the full rule of the Navy.

Marcello: You might want to explain that.

Broaddus: Well, the idea was, there was a way to do it and you did it that way. Your way didn't mean anything to nobody, and if you didn't do it that way, well, you got called up and was either punished or something happened to you.

Marcello: Why was it that these conditions were different on the Idaho than they were on the Medusa? Was it because the Medusa was a working ship, so to speak?

Broaddus: Oh, yes. The Medusa was just like going to work in a factory. They blew the whistle in the morning, and you went to work; at noon they blew it, and you ate lunch; at one o'clock they

blew it, and you went to work. And on Saturdays you had all day Saturday off and all day Sunday, and on Monday you went back to work unless there was emergency stuff to do.

But on a man-of-war it wasn't that way. You were training all the time to do your job. I was in the engineer force which had to do with taking care of the machinery below decks. The only thing I knew about topside was what I had to go up there and find out for myself, you know.

Another thing about those days is that they didn't think too much about the living conditions of the men. They put the machinery before they did the men. Where you slept, if you got a choice place to sleep, it was because you were there long enough to move in that place when somebody left. We slept in hammocks. Oh, I slept in a hammock for over two years on there before . . . when I finally got rated, I got a cot, and I could sleep in the deck on a cot which had its advantages in some ways and in other ways it didn't. When it was rough, the hammock was better because you didn't have that idea of maybe you were going to get thrown out of your bunk or your cot on the deck. You had no space to keep your personal things. You had a locker which was supposed to keep all your personal clothes in; you had a peacoat hanger in a certain place called a peacoat locker; your bedding was kept in a certain place; and then the engineers force had what

they called a steaming locker down close to where you worked that you kept your dungarees in and your working shoes.

Well, that's what it is to have . . . the difference between the two.

Marcello: How long did you stay aboard the Idaho?

Broaddus: Three years. Approximately three years.

Marcello: Which would have brought us up to what year?

Broaddus: About 1938.

Marcello: Okay, where did you go from the Idaho?

Broaddus: Well, in 1938, I was discharged in Bremerton, Washington, and I came back to Texas. I had not too much intention of ever thinking about the Navy again. And this is a comment on the times. In 1938 things had loosened a little. Still money wasn't free. You could maybe get a job at twelve dollars a week. You could, oh, do part-time work, and, like we used to say, and I still say, "hustle a buck." But I stayed out . . . I think it was seventy-eight days.

And on about the seventy-ninth day, I said, "I think I better go down there and warm this Navy career up. I can make more money in the Navy. I was a second class petty officer, if I shipped over, I could make nearly eighty dollars a month. Well, now let's compare. The kids that I went to high school with and graduated with, they were working for twelve dollars a week. I visited some of those fellows, and

they were married, and they had an apartment. They had a wife; some of them had children--all on twelve and fourteen dollars a week. Well, I thought about that, and it just scared me to death, really. "What in the world are these people thinking about?" So before my ninety days were up, I went down and . . . now at this is when the service was started loosening up, and, boy, they received me with open arms: "You're just the fellow we're looking for."

Marcello: Was this mainly because of the previous experience that you had had?

Broaddus: The Navy was looking for experience, yes; they wanted experienced people back. So I went down, and I said, "Well, what will I get when I ship over?" They said, "We'll send you to new construction--the USS Phoenix. We already got your ship picked out." So I said, "Well, I'll take it." So on my . . . I think it was eighty-eighth day, well, I got on a train and headed for . . . they swore me in there, and I headed for Norfolk, Virginia, for my training.

Marcello: And is this were you picked up the Phoenix?

Broaddus: Yes.

Marcello: And was it new construction when you went aboard?

Broaddus: Yes, brand new.

Marcello: So you were a plankowner then.

Broaddus: Oh, yes (chuckle).

Marcello: What did that mean, being a plankowner? When I say what would that mean, I'm referring to the manner in which it brought the crew together and so on.

Broaddus: Well, a plankowner on a ship was anyone that had been on there for a long time. But a real plankowner is one that put the ship in commission. You see, I spent, oh, some months in Philadelphia, and the ship was in Camden, New Jersey. I would go over there every once in a while. Most of the time I just stayed there and worked on work details, but when they had anything for me to know or see, they would take me over there. But to get back to a plankowner, that goes back to the wooden decks of a ship. All the ships had wooden decks then, and I don't know whether they do now or not. But that's what the thing is--an old-timer aboard a ship.

Marcello: Now at the time that you reenlisted, how closely were you to keeping abreast of current events and world affairs?

Broaddus: Well, maybe too close. I always got the Time magazine every week; I listened to the news every night; and I had a newspaper stuck in my hip pocket nearly all the time.

Marcello: Did you ever at that particular time foresee the possibility of the United States entering war? This, of course, was even before Germany had invaded Poland and war had actually started in Europe yet.

Broaddus: I remember the day that Adolph Hitler made his speech that they played so much on the radio. I heard that. I didn't know what he was saying. I had the feeling that there's a man that's going to cause a whole lot of trouble. And I said, "Maybe I'm in the right place after all." Yes, I definitely believed we'd get into war. We get back to why I joined the Navy. I mentioned that I had been in the National Guard, and we "played war" there. One of the factors that encouraged me, aside from the fact that the military was a place to go get something to eat, was that I still had a feeling that I owed my country something. In talking it over with my little brother, who later joined the Navy, he said, "Well, I feel there's going to be a war," He says, "If there's going to be one, we might as well get in there first." So being younger, I joined first, and some two years later he came in after me.

Marcello: Well, how did you eventually get from Norfolk or Philadelphia to the Hawaiian Islands?

Broaddus: Well, on the Phoenix, when we commissioned her, we stayed on the East Coast, and we made our acceptance runs. We made our shakedown cruise to South America--very interesting. The ship itself was a beautiful piece of machinery. It gave no trouble; it performed like it should. We were fortunate in having a good crew on there. Oh, after we had made the

shakedown cruise and after they, I guess, shuffled the cards in Washington, well, we were assigned to the home port of Long Beach, California, and we went to California. I guess it was in 1937 when we got out there . . . 1936. See, it takes quite a while . . . a new construction . . . in those days, they really shook it down.

Marcello: It would have been sometime after 1936 or 1937, wouldn't it? Didn't you say you went in the Navy in 1934?

Broaddus: Oh, yes (chuckle). It would have been about the first part of 1940.

Marcello: Yes, okay.

Broaddus: See, it took nearly two years, and then we came around to the West Coast.

Marcello: Well, when did the Phoenix move from Long Beach to Pearl Harbor on a more or less permanent basis?

Broaddus: When the hostilities broke out in the Atlantic, they . . . I don't know whether you recall this, but they put a semi-alert on the armed forces, and they started the convoying of ships in the Atlantic. Which I'm very glad I wasn't on that. Those people had a terrible time. I don't think that ever the people could get enough recognition because it was a hard, rough life. But we were fortunate, and then when they deployed us, we were sent to Pearl. This would be in the early part of 1940, I think.

Marcello: What did you think about the idea of . . .

Broaddus: . . . or early part of 1941.

Marcello: What did you think about the idea of going to the Hawaiian Islands?

Broaddus: Well, I'd been to the Hawaiian Islands on the battleship I was on, and really it didn't hold no great fascination for me. The only thing that I liked, when we got out there, they decided that we needed to show the flag in South America; and after we'd been there for a while, they picked out a group of ships to send to South America on the west coast. I'd been down the east coast of South America on the shakedown cruise, so they sent us down the west coast. And we went to Callao, Peru, and Valparaiso, Chile, which is the port of Santiago, Chile. That was interesting, and that broke the monotony of really sitting out there, but then we returned. We thought we'd get to go off to Long Beach, but we didn't. We went directly to Panama and back.

And then, as things heated up, they were convoying ships to the Philippines, which I don't know whether anybody ever brought this up, and they rotated cruisers. And on the summer prior to the December of Pearl, we departed and went to the Philippines and stayed out there. And out there we got to visit quite a bit. By the way, I'll say this. They would not give us any food there. The supply depots

and everything . . . any food that we had we were supposed to leave. The only thing we could take was fuel. Now when we left there, we had taken all our stuff off. They wouldn't even give us . . . well, they offered us some chicken, and I think we took some, but beef and stuff like that . . . anything we could spare, we left.

Marcello: This was simply a part of the build-up on the Philippines?

Broaddus: That's right. And when we came back, an interesting thing was, about half-way from the Philippines back to Pearl, we got real short on meat, and beans began to appear not only for breakfast but for noon and supper (chuckle). And we had quite a bit of chili with beans, you know, ground meat.

That . . . and let's see, the thrill of Hawaii, no. It's there, I guess, but not for me. I wasn't carried away with it.

Marcello: What was the morale like in the pre-Pearl Harbor Navy?

Broaddus: The spirit was good. Of course, we had . . . some people got bored, and they would get a little . . . well, really, if you really want to know, if we had had a fleet that was, I'd say, 50 per cent bigger than it was, and all the people trained like the ones that were in the regular Navy then, I don't believe that it would have been much of a war afterwards. But even with losing the ships at Pearl, we could absorb it but we didn't have anything. That's all we had. The spirit

was good. There was no griping, no really things antagonizing the men, no.

Marcello: Well, of course, everybody was a volunteer at that particular time, too, were they not?

Broaddus: That's right. When we went to Hawaii, we had began to receive the reserves, which to us were kind of a half-way thing. They were and they weren't sailors, see. We took them in and tried to make sailors out of them, absorb them as best we could. Some of them were talented and skilled, and some of them weren't. If there was any griping being done, usually they did it and we'd say, "Well, you know, we didn't ask you to come here?" That's the way we'd take care of them.

Marcello: Generally speaking, was the Phoenix a happy ship during that period before December 7th?

Broaddus: Oh, yes, yes. Yes, it was. It was a happy ship. Not only that, it was a clean ship and it was a good ship. We had engineering "E's" on it. All of our gunnery turrets and mounts had "E's" stuck all over them. Oh, there wasn't nothing that we wasn't efficient in.

Marcello: For the benefit of future scholars, you might expand a little bit on how one went about obtaining the so-called "E".

Broaddus: Well, the "E" in the Navy stands for "excellence" or

"efficiency." And it was in competition, usually, in a group of ships. The "E's" we competed for was in a cruiser division which consisted of three or four cruisers, and in engineering the scores were kept on the amount of fuel you burned, the efficiency of your engines per mile. We had to calculate the amount of fuel it took to kick that ship ahead each mile, and overall that was what the efficiency was in engineering. Now there was a lot of things in it--how much time you had to spend down for repair work; how your casualties were handled.

I can give you quite a bit on that because I used to keep engineering records on the Phoenix. I had a very, very, very hard teacher; I kept records on eight boilers, and you had to have the hours on it to the minute. This consisted of what they called quarterly reports, and you had a sheet for each boiler, and you had the hours down there and that was daily hours, and you kept it to a tenth which was unusual for us. I used to have one of the assistant engineering officers who would find a mistake in that. Here's eight boilers with all those hours and minutes. If there'd be one mistake on these, he'd hand them back to us and say, "There's a mistake in there." He wouldn't tell me where. I had to go back through the whole thing, see, and find that . . . maybe it'd be, oh, one-tenth of an hour, and usually it was there and I'd

find it. That's the kind of training I had.

Another thing that they graded you on was how do you handle casualties. Every casualty you had had to be reported and written in the log, and those engineering logs were examined, and if the casualty was handled well, then you got a good thing.

Another thing you competed in was trial runs of full power runs; you had to make your full power runs every year. That consisted of bringing the ship to full power, maintaining it for four hours, building up and down. Usually, on a full power run, you had observers from other ships. If not, the deck force would observe the engineers and take readings.

An "E" wasn't easy to come by. There's a tremendous amount of reporting, and the officers had to be interested in making an "E," or you wouldn't make it.

Marcello: I gather this inter-fleet competition that you're talking about helped contribute to the high morale, also, did it not?

Broaddus: Oh, yes. Well, we had all kinds of things--baseball, football, race boats. Oh, they'd have swimming, boxing, wrestling. Oh, that was something. We always had that.

Marcello: And I gather that whenever one ship was competing against another, there was full attendance by both crews in many cases.

- Broaddus: Yes, yes, yes. Lots of money bet. Lots of participation (chuckle).
- Marcello: What was the food like aboard the Phoenix during the pre-Pearl Harbor period?
- Broaddus: Excellent. I would say it was excellent.
- Marcello: With the exception of one time over there in the Philippines.
- Broaddus: Yes. Well, see, that's why we didn't say much about it-- because we were fed well. Very rarely . . . if we could get into a port where we could get fresh provisions every two weeks, we'd eat good. You see, this ship was the advance of frozen foods. The ships before that . . . like when I was on the Medusa, we didn't have frozen food; we had fresh vegetables, and when they got . . . if they weren't fresh, they weren't fresh. We didn't go get them every week, which we did when we stayed in port. I think we had good food.
- Marcello: Was the food served cafeteria-style or family-style when you went aboard?
- Broaddus: When we went aboard the Idaho we had twenty men on a mess-- two tables. The Phoenix started that way--twenty men on a mess-- but as time went on, they converted it into a cafeteria-style. That's another thing that contributed to . . . aboard the Medusa, I liked that--and at first aboard the Phoenix--because the mess was where you gathered twenty men, and you had a mess captain. If you'd mind your manners, and you didn't grab the

food, if you said "pass" and "please" . . . and if you growled about food, you were liable to be told that if you don't want to eat here, go eat with the hogs somewhere . . . get up and leave. And really, I guess it's . . . but that's one thing that I didn't like--going from the mess to the cafeteria. But in cafeteria-style you do . . . there was one thing I liked about that. They did give you a better choice of food, because with experience the cooks knew what people would eat and what they wouldn't. And on the Phoenix they did try to give you a better choice.

Marcello: What were your quarters like aboard the Phoenix?

Broaddus: Well, we slept in what you call crew's quarters. And the Phoenix was built for damage control, and half the engineers would sleep one place and half would sleep another place. The gunnery department, their sleeping quarters would be split fore and aft on the ship. And usually, engineers being the "down below" people, well, they always stuck them way down below, and our quarters were down in the very bottom of the ship. The deck force usually slept up around where they could get to their place a little quicker.

And on the Phoenix we had bunks, which was new at that time in 1938, and they eventually shifted most all the ships to bunks. That was something a little bit different. Now whether you know it or not, but in doing that they were able

to put more men aboard ship. They did make accommodations for them. The only thing that might be, say, well, a handicap . . . we had good food; we had . . . the living spaces were hot. They had plenty of air blowed in, but in the tropics we slept out up on deck, if we could. The only thing was, we didn't have an unlimited supply of water. Especially if you were going to have a "E," you couldn't run your evaporators and burn your oil up. So they had what they called washroom hours, which everybody didn't like washroom hours--nobody. They were good to us; they'd rig saltwater showers. But that's not--saltwater's not too good; you don't feel as clean when you get out from under it, I don't think.

Marcello: Let's talk about one of the typical training exercises in which the Phoenix would engage after it was based at Pearl Harbor. To be more specific, when would the Phoenix go out; how long would it stay out; what would it do when it went out; and when would it come back in? I've asked you a series of about four questions.

Broaddus: Oh, yes--what did we do.

Marcello: Let's start with when did you go out.

Broaddus: Usually, they would have a period of training that would last maybe four or five weeks. The training would be maybe damage control; it might be a full power run; it might be antiaircraft practice; it might be firing the main batteries; or it might

be night gunnery exercise. Most anything you could think of this was, or what I can think of, is training exercises. But what did we do.

Let's say we were going out for antiaircraft gunnery. Well, we would go out . . . say, on a Monday morning we'd be out on station. That was one thing they would do, so to be there Monday morning, you'd leave bright and early out of Pearl, say, at four o'clock and be out of there at five o'clock. It'd take you three hours to get maybe seventy-five miles . . . I mean, five hours to get seventy-five miles, and it'd be about 10:30 or eleven o'clock when you got there. And at first it would be a series of . . . the gun crews would go to stations . . . everybody would go to stations, you know, general quarters.

Marcello: Where was your battle station?

Broaddus: On the Phoenix, I was in the oil gang, and it was in the forward engine room. Or if I wasn't there, it would be one of the stations assigned to the oil gang. Now the oil gang took care of the fuel on the ship and pumped it into the tanks that the boilers were going to burn at that time. The capacity of the Phoenix was 628,000 gallons of fuel; it had, if I remember right, fifty-two tanks. The biggest one would hold 22,000 gallons and the smallest held about 3,800. The idea was for the oil gang to take care of receiving and taking the oil out.

After the war started we had to put water in each one of those tanks as we pumped them out, and then when we went into port, we had to take the water out and put the oil back in.

But back to training, like for aviation, maybe the first morning everybody would go to general quarters two or three times. They'd have a plane come up in sight, and we'd go to general quarters, and they'd secure below decks, and the gunners would track on it.

Maybe that would go on for one day, and then the next day they would fire one gun probably, and all the others would track the gunfire. And on the third or fourth day, by that time they might fire a whole battery each side, and they'd have maybe several tow ships, and airplanes would be towing the targets. And that's where the aviation groups would get their workout.

The main battery, which on Phoenix was 5-inch guns . . . we had fifteen of them and five mounts--three on a mount. They fired semi-fixed ammunition. By that I mean the powder was in shell cases, and the projectile was separate. The projectile went in the loading tray, and then the shell case went in behind it, and it was rammed hydraulically. Well, all the guns were . . . well, I don't remember any gun being rammed by hand. I guess at one time they did. But that's

quite interesting to see that.

One of the exercises that we did before the war started was to see how long it would take to fire all the ammunition off of that ship. One time we had to change all the ammunition because they didn't think it was fresh enough. So they had an exercise where they put all the handling crews down in the handling rooms--not the projectiles, just the powder rooms--and they let them go until they thought they was going to not make it, and then they sent some more down. Up top-side, they were having to move that stuff out because they was going through a turret out on to the deck and being moved over and put down on a lighter. And it didn't take long to wear a handling room crew out by moving it that fast. I think it took them about an hour and fifteen minutes to get it all out of the handling room; they had to turn around and put the new powder back down in the handling room.

Marcello: This is something about which you might not know very much, but how much emphasis was placed on antiaircraft drills aboard the Phoenix during the pre-Pearl Harbor period.

Broaddus: Quite a bit. We fired . . . sometimes we'd use our own planes. We had four planes on the Phoenix that we could catapult. We'd use those, and sometimes we'd fire at drones which were mechanical things launched from aircraft carriers. Sometimes they were launched from the Phoenix; they were

kind of "Mickey Mouse" things and not near as sophisticated as we have now, but antiaircraft practice did get quite a bit of emphasis.

Marcello: But I bet the Phoenix had many more antiaircraft weapons aboard after Pearl Harbor than it did before Pearl Harbor.

Broaddus: Well, the main battery was primary the antiaircraft gun--the 5-inch gun. And afterwards, they did; they put gun tubs on. They had started that now; they had started putting gun tubs on the ships before, and they had the places all picked out. They put 1.1's up on each side of the bridge and .50-caliber machine guns at different places around the deck. Yes, they did. And every now and then they would turn those guys loose, and they would shoot like mad--you know, something to do. This was before the war, yes. We had experience with the antiaircraft guns--quite a bit.

Marcello: Normally, when would the Phoenix come in off one of these training exercises?

Broaddus: Usually, you came in off a training exercise when you had finished what you were supposed to do. If you went out there and got it done, you came in usually on Thursday night. Now that went for most everything you did. We would be back by Friday morning or Friday afternoon.

Marcello: In other words, the Phoenix did kind of fit into a rather standard routine, that is, going out on a Monday, coming back

on a Thursday or a Friday, usually.

Broaddus: Yes, that's right.

Marcello: And if anybody were observing the movements of the fleet, would this pattern become perceptible fairly fast?

Broaddus: Oh, yes, yes, yes. It would be hard to hide it (chuckle). You could spot . . . and you could just . . . everytime, like, if there were three ships in our division, all three wouldn't go out. Maybe one would stay in because every now and then you'd stay in two weeks for overhaul, I mean for upkeep, they called it. That's where they tore your machinery down or painted or something like that.

Marcello: Now did the training routine change any as one gets closer and closer to December 7th and as conditions between Japan and the United States continued to worsen.

Broaddus: Oh, yes. Yes, yes, it did change. Well, the emphasis was put on damage control. As far as the gunnery and the engineering efficiency, the emphasis was shifted from the efficiency of the engineering force and the guns to keeping the ship afloat, which is damage control. Damage control is anything that would contribute to the efficiency of the ship in combat. I used to teach a course in damage control, and I stressed the fact that anything . . . the main thing in stress is morale, and the morale of the men and the knowledge of the ship and how to take care of damage is strictly what damage

control is. In other words, what are you going to do before it happens? And at that time it came into foreplay of equipment that we were not familiar with, which you've seen in the movies where they run around the deck with a hand pump that they use to start a gasoline engine and squirt water. Those things we had to learn. Another thing we learned was rescue breathing apparatus; I think about that time it came into use. They got one or two for each damage control party. Ships divided into three parts, and each part of the ship would have a damage control party; each damage control party would know the other part of the ship and be able to move from one part to the other and repair damage or restore communications--power--which included the getting steam from one part of the ship to another, electricity and lights--things like that that keep the ship above sinking and to fight it if you could. That's specifically what we tested with.

Now the captain of the Phoenix at this time was Captain Hermann; the executive officer was Commander Bennington; and the chief engineer at that time . . . I'll think of his name. The damage control was pounded into our heads, and the captain was very interested in it. We'd have sessions on deck and things like that, and he'd come around, which was kind of unusual for a Navy captain to visit instruction, but he did. And we were pretty thorough.

- Marcello: Did you have more general quarters drills and so on as one gets closer and closer to December 7th?
- Broaddus: Oh, yes, yes. When we made the trip to the Philippines, we operated under wartime conditions coming back. It was darkened ship, no lights. But there was one thing that we did cheat a little bit on. We had a big hangar deck, and if they could, they have the airplanes out on the catapult, and they'd show the movies in down in the hangar. We weren't deprived of movies. But we learned to run the ship at night with no lights; that's one of the things that we're doing, yes.
- Marcello: Okay, let's talk a little bit about your liberty routine aboard the Phoenix. Assuming that the Phoenix would come in on a Thursday or a Friday, how would the liberty routine work?
- Broaddus: In those days, we didn't have what they called "72's" so much. Liberty in the old Navy was port and starboard; that's what we use to call the "old one and two" or "left and right." You went ashore one night and that was it, and the next night you stayed aboard. You stood port and starboard watches; the ship was divided into four sections. When you stayed aboard and your section had the watch, you stood watches or duty. If you were in a standby section, you'd be aboard but you didn't have any duties. And the smaller ships, they had "one, two, three," they called it. One section could go

ashore, and two stayed aboard. On the bigger ships it was every other day, and on the smaller ships it was one out of three, they called it.

Marcello: In other words, on the Phoenix half the crew would be aboard all the time.

Broaddus: Yes, absolutely.

Marcello: And when did liberty expire when you were in Pearl?

Broaddus: You had to get permission to stay overnight. Usually, liberty was up at midnight or eight o'clock.

Marcello: Why was it that you had the so-called "Cinderella" liberty aboard the Phoenix and other ships at Pearl Harbor at that time?

Broaddus: There was no accommodations for them; there was too many people there.

Marcello: And I assume they didn't want those sailors sleeping in parks or just flopping down anywhere on the beach, in town, and so forth.

Broaddus: Now it wasn't hard to get to stay overnight. If you went to your executive officer and said, "I have some friends; I have a place to go," sure. Maybe if the "exec" was skeptical, he might say, "Well, let's get a written invitation," or something. But ordinarily it just took an asking. But what was there to do over there but spend money? That's all they wanted, you know. In a place like that, very few people are

willing to develop lifetime friendships and things like that. At least I couldn't see it.

Marcello: What did you normally do when you went on liberty?

Broaddus: I was very fortunate. My brother was there, and he and I used to go eat and maybe just kind of carouse around a little bit, have a few drinks. His ship was very lenient; he had his car out there. But he was based at Pearl, and my ship wasn't based there. I'd go over to see him, and maybe he'd take me for a ride. I was usually back by midnight; I was ready to come back.

Marcello: Now many people like to say that if the Japanese, or anybody else for that matter, were going to attack Pearl Harbor that the best time for them to have done so would have been on a Sunday morning. In other words, what many people assume is that Saturday nights were a time of a great deal of drinking and partying, and consequently the military personnel would be in no condition to fight on a Sunday morning. How would you answer an assumption of that type?

Broaddus: Well, I'd say that wasn't quite true. There would always be enough people aboard the ship to fight the ship. There was a series of things that went on, I'll repeat this as history. We at Pearl saw firsthand the peace ambassador from Japan who landed there. He was going to Washington; there wasn't going to be any trouble. Now anybody would say, especially if you

were reading current events and everything, "Well, how could there be? We have got a very high ranking Japanese diplomat on his way; we saw he is in Washington." I think he came through there, what, on Tuesday or Wednesday? And then by that Saturday we knew he was there. I think it was in the headlines. "How could they do it?"

Let's look at something that military intelligence should have been aware of. The Japanese fleet--parts of it--had disappeared, and our intelligence knew it was gone. Where was it? It was in the Pacific. There was some things that happened . . . I found out later that it was very definitely in a position to where it could have struck either Hawaii, or it could have struck Alaska--these ships that they run into.

By the way, when we came back from the Philippines, well, about the time we started back, which was in the last of September, October, November . . . you see, we came back the first part of November. So when we started back, that's when their fleet was starting to be assembled. Now the Boise, which is a cruiser, came back after us; they were the last ones to come back. They had run across evidence that that fleet was out there. And as I understand it, people "in the know" should not have been surprised that the fleet was close enough to Pearl to launch an air attack.

That it came as a surprise, it didn't to me, really.

The feeling of the whole world at that time, like I say, I guess I was unfortunate . . . reading the Time magazine and . . . I'll tell you a little sidelight on this. People who are reading as such . . . now I'm talking about people like me. We had a fellow aboard ship who's name was Bell, and he had spent a lot of time in China; he was very familiar with the Orientals. But he got depressed, and we found him hanging in the fire room--he hung himself. They marked it up as a suicide, and at the time they overlooked the fact that they ought to look all over the place. They found him at eight o'clock in the morning, and at four o'clock in the afternoon they had the inquest, and everything was all typed up. So they opened the fire room up, and they went down, and the first thing they went to was where this guy had his steaming locker down there, or his toolbox, was what it was; and they got to looking, and here they find about six pages of handwritten material--written by this guy that killed himself. So they run up and they get up with the officers there, and they have opened up the investigation again. This guy said that there was going to be a war, and he wasn't going to fight it. So he just went and killed himself.

In other words, people were thinking about war. My brother had told me that if there was going to be one, we might as well be there because they're going to get us anyway.

Now definitely that we could have been attacked from the air at Pearl Harbor was in my mind.

Marcello: Okay, let's back up a minute and let me rephrase the question that I asked you earlier concerning the drinking and so on and so forth on Saturday nights.

Broaddus: Oh, okay (chuckle).

Marcello: Now would it be more accurate to say that Sunday would have been a good time to attack because of the leisurely routine aboard the ship?

Broaddus: Yes, yes, it would. It's a logical time. That's not new for the Japanese; you know that.

Marcello: In other words, one can stay in the sack longer on Sundays; you don't have to go to breakfast; you can sit around and read the newspaper, write letters, and so on and so forth.

Broaddus: Yes, it's a logical thing. You see, this was not for me and guys like me because we didn't have the money; but the people that were supposed to command that ship, they had the where-withal and a place to go and do it, and they did go on weekends. There's no reason why we'd begrudge them; they made more money than we did.

Marcello: Did you have very many people from the Asiatic Fleet aboard the Phoenix during that period?

Broaddus: Oh, yes. I don't know whether you'd call it fortunate or unfortunate, but in the fireroom itself I think we had about

a dozen guys who had had experience in the Asiatic Fleet,
and yes, yes, we were kind of saturated with them.

Marcello: They were quite a bunch of characters, were they not?

Broaddus: Well, they're real people; yes, they were characters (chuckle).

No, really, there wasn't nothing the matter with them. We had one guy that had a port and starboard light in his teeth; he had a ruby on one side and an emerald in the other--green and red, see. This guy said that he'd been back aboard . . . they came aboard the Phoenix, and, oh, he stayed aboard for about two weeks, and he made a liberty there in Long Beach. On Monday morning he come back, and he said, "I'm going back to China. These American people are too smart for me." He said, "I woke up in that hotel room, and all I had left was my pants, my jumper, and my shoes. They took my wallet, my hat, neckerchief--everything."

Marcello: Evidently, a lot of those guys were tattooed and . . .

Broaddus: Oh, yes, yes.

Marcello: . . . heavy drinkers and so on and so forth.

Broaddus: Oh, yes, yes. They were pretty wild--pretty wild people.

Marcello: Now you mentioned awhile ago that you and your shipmates perhaps could foresee that war was coming, but what did you think was the likelihood of an attack there at Pearl Harbor itself? Now try to put yourself back in that period prior to the actual attack in order to answer that question.

Broaddus: Well. I think really that . . . personally I didn't think it was invulnerable, but some military people thought that because they sit out there . . . you know, the Hawaiian Islands sit a long ways from everything. It's one of the longest over-water hops you can make; as a matter of fact, it is, I think, the longest scheduled air flight. People out there really thought they were secure, but, like I say, the Japanese had been there before, so to speak, in the case where they wiped out the Russian fleet on a Sunday morning . . . or Christmas morning. Which was it? Do you remember?

Marcello: I don't recall offhand, but it was a Sunday morning.

Broaddus: Yes, I think it was at Christmastime. Yes, this wasn't new to them, you know. Oh, I guess, it was a surprise. Are you trying to get me to say it was a surprise? To me, it was a surprise. It would be a surprise to anybody (chuckle).

Marcello: Okay, this brings us into that weekend of December 7th. What I want you to do at this point, Mr. Broaddus, is to describe your routine during that weekend of December 7th. Do you recall when the Phoenix came in that weekend?

Broaddus: Well, this is something that I think is history. You see, the ships that were in there were in there for material inspection. This is a part of the upkeep. On a material inspection, you send inspection parties from different ships to another, and they open up storerooms, ammunition rooms,

powder rooms, shell rooms, and stuff like that, and inspect it for material condition, that is, for rust, does it need painting, is it dirty, is it stored properly. They open up double bottoms and voids--so many of them--throughout the ship, and that means they're going to take the cover off and have it handy to look in. Well, that's what quite a number of ships were in there doing.

I think we had been in all that week. Yes, I know we had. And we had had a material inspection, but I think we were buttoned up from it. We'd had upkeep, and part of our people . . . they had just opened some recreation area. Oh, I don't know where it was. I know it's like those things that I can only recall sometimes. We had sent sixty of our men over there--forty or sixty of them. That was a deal of where you went over on a Friday afternoon and came back early Monday morning.

Marcello: Was this at Nanakuli Beach?

Broaddus: Yes, that's Nanakuli. That's right. We had forty or sixty men there. I don't know how many.

Marcello: Do you recall what you did that particular weekend?

Broaddus: Oh, this was kind of an in between . . . I didn't have anything planned. You see, the Phoenix was in the stage of where it was a hit or miss that we were going to go back for upkeep, I mean, for a Navy yard overhaul, and I was saving my money.

I wanted to go back to the States. At the time my wife and kid was there, and I wanted to go back.

Marcello: Oh, you were married at that time.

Broaddus: Oh, yes.

Marcello: I didn't realize that.

Broaddus: (Chuckle) Yes, I was married and had a youngster. But it was pretty quiet. I think at that time I was interested in Christmas shopping. I was kind of thinking about what . . . there we had pretty good air service, and two weeks was the time, and really I was thinking about Christmas shopping--that's right. And I had bought some things that I had ready to mail and was going over again and get some more souvenirs to send back. That's what I was thinking about.

Marcello: Did you go Christmas shopping that Saturday, for example, or do you recall?

Broaddus: No, I think I had the duty. As a matter of fact, I know I did because . . . yes, I was making out the reports, and the routine was . . . if you didn't go ashore . . . now when I say I didn't go ashore, I might have gone over to Aiea with the baseball team. We were only a short ways from Aiea. Maybe I went over and went swimming somewhere--that was something we used to do. But really it was nothing. I hadn't planned to do anything great--no, not really.

Marcello: Do you recall anything unusual happening that Saturday night?

Broaddus: No, no.

Marcello: It was a routine Saturday night, also.

Broaddus: Very, very dull, yes. I guess we had a movie, and everybody got bored and went to bed.

Marcello: Okay, this brings us into the Sunday morning of December 7th, and what I want you to do at this point is to describe in as much detail as you can remember what your routine was that morning from the time you got up until the attack actually began.

Broaddus: Well, like I say, I worked in the oil gang, and the "oil king" has to make out reports every morning.

Marcello: The "oil king"?

Broaddus: The "oil king," right.

Marcello: That's what he's called.

Broaddus: Yes, that's what it's called--"oil king." Did you ever hear that before?

Marcello: No, I've never heard that term before.

Broaddus: (Chuckle) Aboard ship, if it's a small ship, you have one man and he's called the "oil king," and he takes care of all the liquids aboard ship. He knows where they're at and how much is there. And every day you have to make out a report, and it's called a noon fuel report. The "oil king" prepares it and submits it to the duty engineering officer, or if you're underway he gives it to the assistant engineering officer who

gives it to the engineering officer when he goes to the bridge. It's entered into the log as of noon that day, which shows the amount of fuel and palatable water you have on hand, and boiler water . . . at twelve o'clock to start your ship's log off on that day. That's what an "oil king" does, primarily.

Now on the Phoenix we had four men in that gang, and I was first class, and I was the "oil king." I had three fellows that worked with me or under me. Well, they worked with me; they didn't work under me because we all did the same thing.

Now to bring you up on that, in the morning when I got up, usually the first thing I did was went to the oil shack. We had a shack next to the engineering office. Usually, when you got up, they would let the duty people eat in dungarees. Everybody else had on whites--shorts. I was duty "oil king," and I went and got up and the first thing you do is wash up. I went over to the oil shack, and by the time breakfast was piped down, well, I had all my paperwork done and put in on the assistant engineering officer's desk. So I could eat in dungarees, which, you know, was a big privilege. So I had to flaunt my authority; I went down and ate in dungarees and come back. But to go topside, I had to put on my shorts.

Now to pass time, you get hooked on something. A lot of

guys played pinochle; other guys played bridge.

Marcello: Acey-deucey was a big game, was it not?

Broaddus: Acey-deucey, yes, yes. At that time, I was an acey-deucey man. So after I got through with breakfast, I went up to the oil shack and took off my dungarees, put on my shorts, got my white hat out, and got my acey-deucey board and caulking-off mat, see.

Marcello: Caulking-off mat?

Broaddus: Yes. If you wanted to take a nap, you put that on the deck, put your shoes under your head, and take a sleep, see. But you usually liked to have it to sit on because those seams were tarred. You know, if you intended to sit down with whites on, you needed that mat, so that's what you had that for. I got the acey-deucey board, and I guess . . . if anybody came along, you'd just sit down and start playing acey-deucey.

But the idea was on a Sunday morning to get started early; you didn't do that during the week or on Saturday, either, because you had inspection. But you had to get going early because at 9:30 they had church, and you had to knock off during church--no smoking and no card playing or gambling about the decks during divine services. Now it's knock off all card games and keep silence about the deck during divine services. But that's what I was thinking about--get up there first, get a good spot in the shade, and get this game going;

so when church starts, we can just move from there and sit over on the bench awhile and then get back down to the game. You didn't even take your men up.

Well, as I come out of the oil shack, I went by the log room and . . . you were always checking, you know. It's a habit. I opened the door--half-door--and I looked on the assistant engineering officer's desk to see that my paperwork was there, because sometimes somebody would move it. Our assistant engineering officer's name was Norgarrd; by the way, he left there right after the war started, and he became a commodore on destroyers. By the way, he came from the Asiatic Fleet to our ship, and he taught me much, much, much about keeping books in engineering. As a matter of fact, he was a very good teacher.

But I looked in there to see that that was there, and I come . . . I'm going aft now, and on that side was a down ladder, and I was going to sneak up, see. And just as I put my foot on the ladder, well, the general alarm sounded, and here somebody showed up there . . . well, I can't go up, see, so I had to go over to the other side. I wanted to see what was going on.

Marcello: Up until this time, you had heard nothing or seen nothing.

Broaddus: No, nothing. Everybody's like me--they'd had breakfast; they were getting ready to get to do something. Now you could not

sleep in on Sunday mornings on the Phoenix. If you had the mid-watch, you could; and some guys had tried, but usually the master-at-arms would roll you out. There could only be about two or three guys down there sleeping, or he would really raise Cain. Well, if you knew the master-at-arms, you might get away with it. No, there was nobody sleeping in below decks that morning, I would say.

But I heard the general quarters alarm sound, and . . . "What in the world's going on?" I cut across, see, to go up.

Marcello: How are you proceeding towards your station? As rapidly as possible?

Broaddus: Well, no. Here's what the thing. You see, the general alarm has sounded, and there's no word, see. It was just "Bong! Bong! Bong! Bong!" I'm waiting and while I'm waiting to hear what it is, I'm going to go up there and see. So I go over to the other side, go up the ladder, and as I get to the top or half-way up, there's two hospital corpsmen that I know. They've got what you call a gun bag or a ready bag--a first aid bag, see--and they was throwing it back, one to the other.

I said, "Hey, what's going on up there?" He says, "They're just bombing the hell out of this place up here!" I started to go up, and I said, "They're bombing this place?" So I turned around and I stood there, you know, kind of shocked.

I said, "Well, if that's the case, I guess I better go."

Marcello: Now where was the Phoenix tied up?

Broaddus: We were tied up right off of Aiea. Now Aiea sets . . . I don't know the direction, but it's about a mile and a half or two miles away from Battleship Row. There was a channel all the way around Ford Island. I guess you know that. Well, Aiea . . . in the pictures today you see a memorial cemetery. Well, as you looked up that hill--if you were setting in the water down there and looking up--that's where we were. We were tied up by ourself. Well, there were two nests of destroyers--six destroyers--on one side of us.

Marcello: Did you have a very good view of Battleship Row from where you were?

Broaddus: If I'd of went up the hill, I would have. Yes, you could see along there, yes.

Marcello: What sort of a day was it in terms of weather and climate?

Broaddus: It was a beautiful day, the way I understand it. You must remember that I hadn't been up there but maybe momentarily, but as far as getting up on deck from the time this started, I didn't make it. You see, I'm standing there on the ladder: "What am I going to do? Run up there and look or go do what I've been trained to do?" And instinct says I've got something to do--I guess we all do that--and I looked down, and I said, "Whatever I'm going to do, I'm not going to do it in

these stupid shorts!" So it's only about thirty steps around the corner, and I get my shorts off and get my dungarees on and get my gloves. And one thing that we always carried was a little six-inch monkey wrench, and I kept those laying in the oil shack on the bench, and I put some of those in my pocket and went to the engine room.

Now by the time I got down there, then the word had come that we were being attacked by aircraft. Now they didn't start closing the ship up right away, and we weren't that . . . you know, I guess like you say, we wasn't expecting it. So I said, "Well, what am I going to do?" I got down there, and I started my pumps and started pumping out my service tanks. Oh, I guess it took me about, oh, seven or eight minutes. The guys that worked with me, there was one of them in the after engine room and one in the shaft alley. So I called on the phone and told them to open the tanks, and I told them what I was doing.

Marcello: In other words, at this point how are people acting? Are they acting in a professional manner? Is there panic? Confusion? How would you describe it?

Broaddus: Very, very muchly so. The engine room was being lit off; the fire rooms were being manned. Like I say, I called the shaft alley and told them to open the valves. I didn't know whether he was going to be down there or not, but I just put

the headphones on, and I told him . . . that kid's name, I think it was Polano.

Marcello: Everybody's acting in a professional manner, then.

Broaddus: Yes. He was down there. I didn't have to have somebody come out of the after engine room and go back to the shaft alley and open the tanks for me. And then Tiberio, he was my other . . . all "Irish" (chuckle). Polano, Tiberio, and _____ . And we had another one, Ransberger; he was our striker. The two "Irishmen" were from Connecticut, and Ransberger was from Texas and I was from Texas.

Marcello: When you talk about "Irishmen," of course, you're being facetious.

Broaddus: No, no. (Chuckle)

Marcello: They were Italians.

Broaddus: Yes (chuckle). Well, they were on station, yes. They were there. I didn't have any doubt they were going to be there. I knew they was aboard ship. When they sounded general alarm, that's where they're supposed to go.

Marcello: Okay, so what happened at this stage, then.

Broaddus: Well, the fire rooms are being lit off, and I'm down there busy with my chores, and it took, I'd say . . .

Marcello: In other words, the primary purpose of the people in the engineering spaces is to get that ship ready to move out.

Broaddus: That's right.

Marcello: And that's what you all were doing?

Broaddus: Yes. When I got down there, really, I was amazed at the number of people that were already in the engine room. You must remember that I went and changed clothes. And most of those people down there did, or they had dungarees in the engine room.

Marcello: How long did it take you to get to your battle station from the time general alarm sounded? You would have to estimate this, of course.

Broaddus: Oh, three or four minutes. You see, it's just a matter of steps. I'd say it was thirty-five feet over to the oil shack back to where I was at that ladder, and then down a ladder into the engine room right down to the bottom. When I came up they had reported that they were warming up the main steam lines, and they had steam up on the auxiliary boiler, and the other boiler in that fire room . . . they had steam up on it. Now they were pushing it; they were putting a lot of fire in there. The other fire rooms were saying that they were running boilers down, and they were lighting the fires and all that. You see, I stood there and listened to all this.

Marcello: In the meantime, you were below decks. Can you hear anything happening outside?

Broaddus: No.

Marcello: What thoughts are going through your mind? You must be wondering what's going on outside.

Broaddus: I hear lots of what's going on outside over the phones because we've got a man up . . . what we call a stack watch. He's watching the stack for smoke. By the way, they were very careful; they didn't make any smoke to attract attention to us (chuckle). I thought that was good. And he was putting out some "dope," and they were passing it on to us. We could hear, you know, but I was moving about, and they were asking me questions, and I was trying to answer them as best I could.

I think that after about twelve minutes I went and reported to the officer on watch in the engine room that I was ready to get underway and all my stations were manned. And in about twenty-two minutes after they reported ready to get underway. The main engines had already been spun. Now that means they've got to get enough power--steam--into the engine room; the condensers and the vacuum pumps have got to be running to get steam into that turbine to spin it. And they were ready to do it, and they did do it in fifteen, eighteen minutes.

Marcello: Normally, how long would it take the Phoenix to get up enough steam to get out of port?

Broaddus: You use three hours to warm up a ship to get underway.

Marcello: And how long did it take that day?

Broaddus: About twenty-two minutes. It was amazing.

Marcello: Is there some danger in getting a ship underway with only twenty-two minutes of time?

Broaddus: Not really, if people know what they're doing. You know, it's just making do as fast as you can. Of course, if you miss steps in there you might run into trouble, but nobody was missing anything. Now you see, being down there where there's actually no sight, the feel and everything . . . now you said, did I feel anything. I imagined that there was going to be . . . in my own mind I could see torpedoes coming through there and bombs dropping down the escape hatch and things like that, but really it was just a matter of waiting: "What are we going to do next? We're ready to do something."

Marcello: Okay, so in twenty-two minutes the Phoenix is ready to move out. What happens at that stage?

Broaddus: Well, this would bring us up to, say, about 8:45, and we wait and we get reports from the bridge down there, "Engine room, are you ready to get underway?" By the way, now this is what I'm saying. The manning of the ship . . . the ship was manned, but we didn't have the captain aboard, and we didn't have the executive officer aboard. The duty officer, or the senior officer, aboard was a Lieutenant-Commander Erving--a very,

very, very efficient lieutenant. Now he's the one that led us through our damage control training on that ship. He was red-headed . . . he was dedicated; he was a real sailor. I say this about him . . . when I say he was a real sailor, if there was anything the fleet was doing, he and his wife were there. I've seen him sitting in the rain--his wife with a paper over her--watching boxing matches and wrestling. Get up and leave, no, sir; they stayed right there. And, you see, he was on the bridge getting the ship ready to get underway. I'd say, oh, at some time they gave us permission to single up on the buoys, and we did. Then they gave us permission to get underway, and we started moving, and they got over into the channel where the California had run aground.

Marcello: The Nevada had run aground, or the California?

Broaddus: The California, in the channel. She had got underway, but she had run aground. They had put her nose up because she was taking water. Well, they wouldn't let us go by her. We had to back out of there and go back up to the buoy. Now on the way back, the attack is over. This takes us up in the time slot of, say, 10:30 to eleven o'clock.

Marcello: In the meantime, you had not been up on deck at all?

Broaddus: No, no. Well, I couldn't really go. You see, the word came down that submarines were in the waters here. That's what they said--one-man submarines were running around out here.

And the airplanes, we don't know whether they're coming back or not. So you couldn't just walk out and say, "Hey, I want to go up and look." So, no, I didn't get up topside.

We came back, but the word come through that the captain, the commander, was back . . . that there was another boatload of officers . . . and then the captain come back. So that gives us all our officers, and they had a muster, you know, to try to find out where everybody was. At that stage they had accounted for everybody but the people that went to Nanakuli, and we had a full crew aboard. So when the captain came back, sometime after eleven o'clock he demanded that he be let go out. And we got underway again and eased around. Now this is the first time I got topside.

Marcello: What did you see when you got topside?

Broaddus: Well, when you leave there you go through a net, and you go out a channel, and the captain, wanting to fight a ship, really had to have men, so he said that as we went out this channel, he was going to go full speed, and he wanted everybody not on watch to come up on deck and sit down in case we got hit by a torpedo. The aircraft thing was over with; there's nobody to shoot at us with guns. About the only thing was submarines. So as we went up, I could look back, and we're leaving, see. All I could see over there was smoke and not any activity. That's all we could see. You know, we'd say, "Gosh, look

over there! Over there!" That's all there was.

We came under attack as we went out--by submarines. They announced that there was torpedoes on the way. We speeded up, see, and they were coming past our stern, and they hit in the coral reef and exploded.

Marcello: Did you actually see this?

Broaddus: Yes, yes.

Marcello: Now were these torpedoes coming from those midget subs that got into the harbor?

Broaddus: Or from the big subs that were out there. They were some big subs out there, too. Yes, sir.

Marcello: Now when you look back and you could see the smoke and so on, did you have time to think about this? In other words, did you have any emotions and so on?

Broaddus: Yes, yes.

Marcello: Describe them.

Broaddus: My emotions was, "Man, it's happened! It really has! Gosh, that's it!" We were all shaking our heads, you know. We really didn't know how bad the damage was, even the guys up topside. Maybe you're really seeing it, not knowing that the Arizona was there with all the people on it, and the one on the inboard, the Nevada, it's already sunk below sight.

Marcello: In other words, you know in a general sense what has happened back there, but you really don't know anything specific. You

don't know about the Arizona; you don't know about the California; and you don't know about the Nevada or any of the other ships. Now when you had the encounters with these submarines, what evasive actions did the Phoenix take to avoid those torpedoes?

Broaddus: We speeded up, yes. You see, we like to think that when we went out of there, we had a full head of steam up--everything ready to go--and as much as they wanted to run that ship, what we called safety valves were leaking. When he got ready to shoot the juice to her, she went, and that's just the way we went out of there--as fast as it would go. And now it was kind of . . . not being able to go out and face the enemy, see, we wondered where is all of this.

Marcello: Again, I was going to ask you, what did you do after you cleared the harbor?

Broaddus: Yes, when we got out of there, well, what were we going to do? We had no airplanes to shoot down. They said that they used--and it had to be--carrier-based planes and they timed it, you know. If they're going to come back, it will be such-and-such. Well, we knew that we could come under attack by air, say, within three hours.

Marcello: Now are you out there thrashing around by yourself?

Broaddus: Oh, no, no, no.

Marcello: There are other ships with you?

Broaddus: There are other ships that were in the area. When we left they gave us a job, don't worry. There were ships approaching that had been spotted by aircraft, and maybe that they knew by position reports that were in this vicinity. We went to several ships out around the island there and identified them and warned them, see, and told them to stay in a certain area of this, that, and the other. Most of that day . . . we secured from general quarters, oh, in the afternoon, and at night we joined up with a carrier and the destroyers that were with us in that nest over there by the two nests. They were out there. We acted as escorts for this aircraft carrier, and we took a course, I think, the next morning for twenty-four hours, which would take us into what they thought was the area where that force would be in. I believe they launched aircraft; now I know they launched aircraft at dawn the next day. Now this would be Monday, and it was very routine.

That night we did the same thing. We got out in front of that carrier, and they speeded up and slowed down, and speeded up and slowed down. What we were doing, well, we were bait for any sub that wants to sink the carrier. They're supposed to get us first. Oh, that's a great thing to be (facetious remark).

Marcello: What were some of the thoughts that were going through your

mind that night of December 7th? To be more specific, what rumors were running rampant around the ship? I'm sure the ship must have been one big rumor mill.

Broaddus: There was no talk about a rumor. "What are we going to do next?" That's what we were thinking mostly. "What are we going to do now? Where are they at? Where can we get to them?" Really, it was kind of a letdown to us when the word comes through the news, you know, of the bombing in the Philippines--the idea that the Japs had not just struck in one place. So it's all flying through our mind. "Where do we go from here? What are we going to do? Are they going to come back? Where are they at?" Now that's what our speculation was.

Now there's a little thing about this. You see, in going to our battle station . . . now we had another young fellow whose name was Evangelista--very young fellow. He was from Connecticut, too, or Massachusetts. I think he was every bit of eighteen years old, seventeen-and-a-half, and his station was to man some valves that belonged to the B-Division in a very remote part of the ship. And it was hot, and he wore a set of headphones, and he was by himself. We used to always tease him, "Hey, 'Vangie,' what you doing up there?" And, oh, about the second night out there, well, he showed up. So somebody said, "Where you been, 'Vangie'?" He says, "I've

been down on my battle station! Nobody relieved me down there!" We said, "Did you get anything to eat?" "Yes!" "Well, what are you doing down there?" "Oh, I'm down there." "Well, who do you talk to?" He says, "Talking to somebody else" (chuckle). He had his prayer beads in his hand; he's doing some talking with the Lord (chuckle).

Oh, there was a lot of things like that. Was we scared? Yes, I think we were scared. But what we were talking about was how can we get back at these lousy Japs, you know.

Marcello: If it was a fear, it seems that it is a fear of the unknown as much as anything.

Broaddus: That's right; that's right. If we had went out of there with the guns blazing and things like that . . . now here's one thing that made us feel very secure. You asked, was there any noise. Now you were asking me, I presume, did I hear the bombing and all that. Well, we had a lot of noise. We burned a 5-inch gun up on that ship. We started firing . . . this is one thing I didn't bring out, because I was giving you what I was doing.

Now let's go back. Along about the time that I hit the deck plates in the engine room, the antiaircraft battery on our ship started firing. Now they told the story that the messenger on watch comes up and tells the officer of the

deck who was a chief boatswain by the name of Lightfoot, great, big, tall Indian . . . I presume he was from Oklahoma. But he was another one that had come from the Asiatic Station. He was a very efficient sailor; I used to work with him when we refueled the ship at sea, and he was good. But he had been away, or wasn't aware of the area over where the bombing was taking place, or going to take place, because he had something else on his mind. The messenger comes flying up to him and says, "Mr. Lightfoot, if those people don't stop dropping those bombs over there, somebody's going to get hurt!" And he says, "Those people?" He says, "Where?" He put up his glasses as he came around to look and he says, "Those are Japanese airplanes!" And that's when . . . you see, like I say, the general alarm sounded. The guy sounded the alarm, but he didn't know what to say. He was just as much confused or taken with what was going on. But at this point Lightfoot, the chief boatswain, I understand, told them to get the canvas--which we had awnings around there--and cut them down and to get the ammunition out of the ready boxes and to get somebody to get the ammunition started up to the antiaircraft guns.

Well, the Marine sentry, or the duty Marine which had to do with inspecting the ship, he immediately takes out, knowing that he has got to get some people in the ready rooms because

the Marines manned some of those guns. So he dropped down to the Marine quarters, and he told them they got to get ammunition to the guns. By various means . . . I think they even shot some locks off of the ammunition hoist where they have the top of it locked, and they have to come out and be handled from one place to another. And they were breaking the locks with crowbars--whatever they could get their hands on.

But they were firing continuously. As a matter of fact, they burned a barrel up on one of their guns. And that, to me, attributes to the fact that we did not get attacked directly. The nest of "cans" on each side, on the other side of us, they both opened up with their pom-pom guns and their antiaircraft guns. We were firing eight antiaircraft guns. And the Japanese . . . why should they come over there when there was no firing at all at the other places.

Marcello: When did you finally get back into Pearl Harbor again?

Broaddus: Well, as I remember, like I say, we took off with a carrier. They made a reconnaissance flight, I guess. And the next night we run the same way. The next afternoon early, we got word to break off and return to Pearl.

When we came back, we come into the channel, and we were met by . . . they had all kinds of boats out there with . . . now this, I was able to see. They had boats out there with

depth charges on the back and sounding gear, I guess. They were looking for the submarines. And as we came in, the thing was the desolate and the forelorn look. It was kind of a somber day--a few low clouds, not very much wind. There'd be a wisp, and maybe it was a little bit cooler.

Marcello: Is this a Wednesday?

Broaddus: I think it was a Wednesday. But as we came in--this is in the afternoon now--we could see over there where there fresh-dug holes and the helmets with the heads coming out and the barrel of the guns sticking out as we went down the channel. And then when we came around, we moved around to the back side and went over to our place. We did not come by . . . they had moved the ship that was in the channel there--the California. It was back out of there. But we didn't come around Battleship Row. We come around the other way to Ford Island--back to where we normally tie up. And as soon as we got there, there were lighters that came out. But we could see the smoke damage and things like that. As a matter of fact, they didn't let us go ashore.

Marcello: Was the surface of the water still oil and so on?

Broaddus: Yes, there was quite a bit of oil all over the water.

Marcello: This bunker oil is real thick, too, isn't it?

Broaddus: Yes, and after about the third day, it makes a cake about an inch and a quarter thick, and it just wallows around. Now

we came back to our anchorage or buoy there, and we knew something was in the wind. We took on fuel. They had at the barges there. As soon as we got in, we started taking on fuel, and, oh, late in the evening, there was some launches that came out, and they brought some powder cans aboard that were sealed and looked to us what we used to transfer from one ship to another in drill as guard mail. That's what it looked like--a whole bunch of them.

Oh, I guess the next day along about one, we got underway. We didn't know where we was going, and about, oh, the next morning after we was clear of there, they said we were going to San Francisco. We came right on into Frisco; we stayed about thirty-six hours; and we were going to leave just after we dumped these cans off. I don't really know what it was--some kind of intelligence--but it was something that they wanted to get back to the States. They didn't want to put it on an airplane; they wanted to make sure it got there. Now I don't know what it was. And we were supposed to take that off.

We went to Oakland, and we got rid of that, and they asked for permission to get a new barrel for the gun we had burned up. They said, "Well, we will try to accommodate you at Mare Island." And we moved right away, and they worked for about twenty-four hours and got a gun on there, and we got

underway after we had taken on fuel and went back to Pearl.

As soon as we got there, they started taking off everything we had--food, ammunition. Again we left and went back to San Francisco, and this time we stayed two weeks.

Marcello: Well, that probably seems like a pretty good place to end this interview, Mr. Broaddus. I want to thank you very much for having taken time to participate in our project. You said a lot of interesting and important things, and I was especially glad that you went in to all the details that you did. I'm sure that scholars are going to find your comments very valuable when they use them to write about Pearl Harbor.

Broaddus: I'd like to close this with the fact that I'm proud to do this. As a matter of fact, I had hoped that somewhere what I had to say would be recorded. Now I don't think that any one person was entitled to any great amount of glory at Pearl, but I think there was a whole lot of people that were more than heroes. Like I say, I didn't have the privilege of standing up there with the binoculars and see every bit of action; but I did have the privilege of doing what I was supposed to do. I think I did it, and I must have did it well, because our ship got out--it didn't get scratched.

Sometimes I wonder about that.

I'll say this, that ship is still afloat. It's down in Argentina. It fought well. I stayed on her, oh, until 1944. After things got settled down in the Pacific . . . we fought . . . we fired . . . we didn't fight too many sea battles, but we fired many, many rounds of ammunition covering the people that they landed through the islands in the Pacific.

The thing that amazed me the most--and I still wonder about it--is the fact that we came out ahead there when there were so, so many times we had nothing left. I don't believe that I could ever convince anybody that we were out there lots of times when we had nothing but the hope that the people in the States was thinking enough to get to us the things we could fight with. Now that itself is a long story, and I guess I've spent enough time here. I want to thank you for coming by and being with me for this time.

Marcello: Well, again, I want to thank you very much for having participated.