

Subjects Covered

Born in 1924 in Reville, South Dakota
7 December 1941

Enlisting in the Navy at Watertown, South Dakota
Basic training at Great Lakes—Shipped out early

USS *Owl* (ATO 137) —Deck Department
Atlantic Patrol—Rescue mission—Spotting survivors
Towing crippled Argentina cargo ship to New York

Stationed in Bermuda
Towing targets for submarines and other ships

Call to support D-Day
Stops in the Azores and Ireland
Also time at Guantanamo Bay
Leave time
Becoming the cook

Arriving at the English Channel
Towing cement caissons
D-Day—observations—preparations

Discussion of ship's company and Commanding Officer

Recalling sighting a U-Boat in 1943

Discussion of D-Day mission
Omaha Beach—German POWs

Orders to USS *Comstock*
Recollections of the end of the war
Going through the Panama Canal
Arriving in Hawaii—Over to Okinawa
Life on the troopship

Assorted recollections—Azores incident
Liberty in Bermuda
Discussion of post war activities—GI Bill—Farming
Reflections of impact of Navy in life

Arlie Asmussen, USN
Oral History

Interviewed by CAPT Diane Diekman, USN (Ret)

DIANE DIEKMAN: This is Captain Diane Diekman, United States Navy, retired, on December 27, 2004. We're sitting in the kitchen of Arlie Asmussen near Clear Lake, South Dakota. This is to interview Arlie Asmussen. Do you want to start by telling me when you were born and where?

Asmussen: I was born January the 29th, 1924, at Reville, South Dakota.

Diekman: Where were you, or what were you doing, on Pearl Harbor Day?

Asmussen: On Pearl Harbor Day I was in Tunerville, which is in South Dakota here. I was just a farm boy, and I remember going down to that little service station, what they called Tunerville. We did not have a radio at that time, but I remember the manager of that station saying they bombed Pearl Harbor. The next thing I remembered after that, we were rationed tires and gasoline. That's where I was on Pearl Harbor Day.

Diekman: How old were you then?

Asmussen: I was 17 years old.

Diekman: And what was the next thing you did?

Asmussen: The next thing I did, very shortly after that, there was not much to do during the winter months, so I went home and got to thinking about--I heard, "Enlist in the Navy. We need men." I went home, and about two weeks later I enlisted in the U.S. Navy.

Diekman: At what recruiting station?

Asmussen: In Watertown, South Dakota.

Diekman: So what decided you to join the Navy? Was it the result of hearing that advertisement?

Asmussen: I got to thinking about the war, and I didn't have anything to do, and thought, well, that might be a future for me.

Diekman: And you went on active duty, you said, on the 19th of January, so where did you go--did you go from Minneapolis to go to boot camp?

Asmussen: When I left Watertown, South Dakota, [27 Jan 1942] I went to Omaha, Nebraska. [Left Omaha on 18th birthday, 29 Jan.] From there I went to Great Lakes Naval Training Station in Chicago. I wasn't there, I believe, but about 19 days in boot training. [Arrived 30 Jan and left 20 Feb.] They shipped me down to Norfolk, Virginia. I got on the USS Owl [26 Feb], and immediately [5 Mar] we left for overseas--for Bermuda.

Diekman: You mean you didn't complete basic training?

Asmussen: No, I had about 19 days, as I recall. They did not have time to--issued us clothes, give us the shots we needed, and that was about it.

Diekman: So you were still an E-1 at that time. You were sent--so you went aboard ship as an E-1 without any training. A seaman recruit.

Asmussen: I went aboard ship as an apprentice seaman, with no training whatsoever. I was only 17 years old, and when I got aboard that ship, I grew up in a hurry.

Diekman: And what was your job on board that ship?

Asmussen: Well, they called it the deck ape. Scrubbing the deck, bulkheads, tying up boats, all that miscellaneous.

Diekman: Boatswain mate stuff.

Asmussen: No, it wasn't a boatswain mate. We only done what the boatswain mate told us to do. Whatever it is.

Diekman: And where did the Owl go?

Asmussen: The Owl went to the island of Bermuda.

Diekman: And to do what? What was its mission? What happened at Bermuda?

Asmussen: Our job was--there, that we'd go out on many calls. For instance, I'll give you one example that we went out on. It was--if anything was in distress out there--and we did go out, and we got the word about midnight, that a ship from Argentina [named the Victoria] loaded with flax and beef had been torpedoed. So we looked for that ship. I was on lookout watch up there, and I sighted that light out there in the night. The guy on the bridge, quartermaster, told us, "If you see anything, tell us. Regardless if you're dreaming." I sighted that light, and we went out, and we discovered the ship. We spent about two and a half days out there, taking our men, and putting them on that vacant ship--they all abandoned ship--and we got it in tow, and we headed for New York with it. [18-20 Apr 1942]

Diekman: And what was that ship?

Asmussen: That was a cargo ship, you'd call it. He was loaded with beef and flax.

Diekman: What country?

Asmussen: From Argentina. By the way, he had two holes in him, I believe it was on the port side, that you could pertnear drive a semi truck in. You could just see that water a-whooshing out of that every time it went in the waves. But he didn't sink. Then we did find the crew, though. By communication, and they got the crew back on aboard, and they finally could get the motor started. Our men did not know how to operate their motors. Turbine, or whatever you call it.

Diekman: The USS Owl was an ATO-137, and what is that?

Asmussen: That's a sea-going tug, at that time, but originally it started out as a minesweeper.

Diekman: Approximately how long were you in Bermuda doing this?

Asmussen: We were in Bermuda for right at about--a little over two years.

Diekman: Oh, really?

Asmussen: We done a lot of things like that, running out there. We towed targets for practice, for submarines out there. When you commission a new ship, we might tow a target behind us 5-6 thousand hundred feet, and they'd go out and practice on that target we pulled. So whatever a tug could do, we done.

Diekman: And then the Owl got called to the English Channel to prepare for the D-Day invasion?

Asmussen: Eventually, it went there, yeah.

Diekman: Did you have any other significant stories during the two years you were in Bermuda?

Asmussen: Well, only one time that we came out and there was a little--at that time they could con you into something, and we saw a little boat out there. Of course, we went out to see what it was. And they did not answer the call; they were supposed to put out a white flag or something. Well, anyway, we challenged the thing, and they didn't call, we'd somehow got a hold of that, and--what the moral of the story was, they were from Newfoundland, and they were out there fishing, and they got lost in the waters. But we tied them on and took them clear down to Bermuda, to get the clearance for them.

Diekman: When did you get the word, or how did you find out, that you were headed to England?

Asmussen: I don't know if we ever knew when we left Norfolk, Virginia, for sure that--everything's classified. We really never knew, and then we ended up in the Azores. Incidentally, it took us 32 days to get from Norfolk, Virginia, to England. We stopped at the Azores, then we stopped at Ireland, got a little food, and from there we went to England. And we never did know why we were going.

Diekman: But then you went from Bermuda back to Norfolk before you went across the Atlantic?

Asmussen: No, I went from Bermuda to Guantanamo Bay.

Diekman: Still on the Owl.

Asmussen: Yeah, that's still on the Owl.

Diekman: Okay, so during that two years--you said you were at Bermuda for two years--but as part of that two years, you also went down to Gitmo?

Asmussen: Well, it was maybe a little longer then. We was down there for--I think five-six months down at Guantanamo Bay, Gitmo City, or whatever you want to call it.

Diekman: Okay. Then after that, did you go back to Norfolk, or then did you head to the Azores?

Asmussen: No, we went back to Norfolk, we--the ship was. Then from there we went over there, yeah.

Diekman: Did you get leave during that time? Did you ever go home?

Asmussen: Yeah, I think the first leave I got was seven days, while we was in Bermuda. I was gone for about a year and come home for seven days. I tried to talk to the commanding officer, I says I live in South Dakota, I can't hardly make it, and be home and turn around and go back. I think I got another day or day and a half, extra, because I lived out in South Dakota. So I got about 8½ days.

Diekman: Okay. Most of that time was spent on the train, I suppose. Getting home and back.

Asmussen: Well, that's the only thing. There was very few that could take a plane, that I know of. I believe it cost me \$32.00 for a round trip from Norfolk, Virginia, to Milbank, South Dakota, here, and back. But at \$21.00 a month, that about done me in. Well, a little more right at that time, probably 34. Started out with 21, though.

Diekman: When did you become a ship's cook? Was it during this period?

Asmussen: Oh, I believe that it was--probably after I was in the service for about ten months. [It was 30 July 1942.]

Diekman: So you were on the Owl when you--

Asmussen: I was on the Owl.

Diekman: Okay, then you got to the English Channel. What happened then?

Asmussen: After we left the United States, not knowing where we were going, we got to the English Channel. Then we went to what you call Grave's Inn, Killybegs. It's up the channel, it's a little north of London, about 35 miles, and we went there. We didn't know what we was really there for, but we towed big cement--they were probably 40-50 feet wide and maybe 80-90-100 feet long, and probably floated above the water maybe 30-40 feet. But we never knew what they was for. We pulled them from where--probably north of London--and we pulled them around and placed them in the Channel. They'd release us, and we'd maybe go back, another 2-3-4 weeks and get another one. Never knew what they was for. Now you're gonna ask me, what are they for? Are you?

Diekman: Did you find out?

Asmussen: I found out what they was for on D-Day, when I went across the Channel, and we were on Normandy Beach, with this tug. There set them things, and you know what they used them--they sunk 'em. And they were breakwaters, so your little duck boats and all that could come in and make a bay. They not only sunk those, some old abandoned ship or something, they sunk. See, that made a kind of a breakwater so they could come in.

Diekman: I've heard that was an absolutely awesome sight to see ships as far as you could see, on D-Day. Did you see that?

Asmussen: Oh, yes. I seen that. Any direction, right before D-Day, you could look out and they had all them blimps on top of 'em. And there were so many ships around there, you didn't know what was actually going on. It was just--like New York city might be with traffic. And planes flying. So it was a--well, then you had your little ducks running around. Then you had some of your Germans with their durn--you might call them a PT boat or something--you didn't know if they was scooting around in there, too. So there was a lot of activity in that channel.

Diekman: What was the scuttlebutt? Did you have any idea what was going on?

Asmussen: Going on at that time? In the Channel?

Diekman: Yeah, did you know what you were planning for, or what was happening?

Asmussen: We didn't know--we kinda ease up on it, cuz y'know that there's something coming up when he goes over. About two days prior to the D-Day invasion, the skipper was called ashore. He comes back, and he says, "There will be none of you leaving this ship, because," he says, "there's something coming up." But we never really knew what, but we kinda figured there was something happening. And then, the night before D-Day--that would be June the fifth--I was standing on the ship, I hear all these big tanks coming in. The Army, and whoever's all running them, oh, they were laughing and hollering, just like they were celebrating something. Happy to be there. Well, then, when I see them started to loading on, you got the pretty good idea that there was something gonna happen. Then I see some planes, that were P-38s, they just skimmed the water, and I thought to myself, "Y'know, I think there's a lot of these guys around here that are never gonna see the sun rise, or sun set, again." And that's just about what happened, too. So it was a--it was just kind of a bad thought, to see some of your buddies there, and the next day you fish them out of the water. So that's about that.

Diekman: So what happened on D-Day? Did you get up early in the morning, or--

Asmussen: Well, I was the cook there. Probably, yes, I would be--probably have to get up early in the morning, before 4 o'clock. Four o'clock was when they'd tell you to get up, yes.

Diekman: So you didn't see what was going on because you were down in the galley.

Asmussen: Down in the galley? No, the galley was--no, I could look right out the galley door, on this tug. That wasn't like a aircraft carrier or battleship that was all hid in. See, there's a little different there.

Diekman: How many men were on the tug?

Asmussen: When I got on there, we had 64. Then when I got off, we was about 93. So there was not a big ship's company.

Diekman: Who was your commanding officer? What was his rank?

Asmussen: We had different ones. We had Thomas, I forget what the first one was.

Diekman: Would they be lieutenant commanders?

Asmussen: I'm sure he was. Then we had one that--he went down to this school down here somewhere where you get--and he come out an officer. Well, he wasn't really commanding officer. Crawford was the commanding officer, but he was the L. G., J.G. or whatever. JG, and he was in charge of our ship. I'll give you a little story to that. I'm on watch. We got a football under our ship, that starts squealing. We're standing right out there. About three points off our starboard bow, I look out there, and all of a sudden, bu-wa, bu-wa, bu-wa, I heard that thing squealing under the ship. I look out there and here comes a big black thing out of the water. What do you suppose it was? We report

down to the--he was the commander in charge of the ship for that watch. He was one of these officers that took 90 days training. He come out, and then he flew the coop. He just left us standing barehanded, instead of taking and saying, "Boys, you do this." So the officer in charge, he come out there and says, "What's the matter, boys?" He says, "Are we having a problem?" He calmed his crew down, just like that. That was leadership. He had experience.

Diekman: Was that a periscope?

Asmussen: The whole sub come out of the water. Yeah, we see it. I see it pass in the water. Here come the conning tower and all of that. That would have been July the 18, nineteen forty--three, I think. And just about that quick, he submerged. Up and down, I don't know why he ever come out. He was right practically dead ahead of us, when he started to come out of the water. I'll bet he wasn't from here to that road.

Diekman: So you couldn't tell whose submarine it was.

Asmussen: I'm sure it was an enemy. It wouldn't be ours. Nnew, it was an enemy sub. Cuz we dropped depth charges then. Then we circled around there. The next day there was oil slicks, and stuff. But you know they can shoot that out of that ol' torpedo tube and fake it, too. So they give us credit, and said, "Well done."

Diekman: So you had depth charges on the tug.

Asmussen: Oh, yeah. We had depth charges and three-inch guns. That was our biggest. And then we had some that were little, I think it was forty millimeter. That was the extent of it. We only had one three-inch gun.

Diekman: Did you usually get out very far on your own, though? I mean, did you steam independently when you went out on your missions? Did you have anybody to protect you?

Asmussen: Not so much when we was operating out of Bermuda, no. We went over to England in a convoy.

Diekman: What was your mission on D-Day? What did your ship do?

Asmussen: What our ship done? We pulled over these pontoon bridges. Hinged together, you know. And that's--so when we got over there with those bridges. Now I wasn't in right at the head of the pack. Your big battlewagons, they got the firing power. They're the big ones. They're in there behind us. But then as soon as that kinda halfway cleared, we went over there and pulled them pontoon bridges, so these little ducks and all those could get in a little closer and unload their freight. They float, y'know. I don't know how long the bridge was, that we was actually pulling. That's one of our jobs.

Then later on, when things calmed down a little bit, it was still pretty heavy bombing, we got a hold of a barge that was loaded with heavy equipment, bulldozers and

all that stuff. And what these planes land on, it's like a waffle iron, that big heavy iron. So we go in to Sherburne, France, we're the first tug in there. So in we go with this here thing, and a little boat comes skidding across there, and says, "Yeay. Out. Stop." He says this mine has not been swept. We stopped the ship and just made a kind of a little U-ie. The next morning here comes alone there--and it was mined, see. So we just missed that one. That's the type of work we did, yeah.

Diekman: What was your most memorable occurrence, or what you remember most about the D-Day invasion?

Asmussen: Well, for one thing, to see all those--straight bank up right there, and thinking of our guys having to jump out of the boat that delivered them there, and there's nothing they can do but jump down in that water. Where you gonna go? They open the hatch, out you go. Some with the heavy pack on, and the Germans sitting right up on top of the hill there, k-wi, they just pick 'em right off. The guys didn't have a chance, the poor guys they didn't. It was death right there, it sure was.

Diekman: Which beach were you at, Omaha?

Asmussen: Omaha Beach, yeah. There's a little difference between our beach and what the English got, too. I know who got the best of it. It wasn't us.

So that's some of the things I remember.

Diekman: You weren't in range of being shot at? Were you close to the shore during the actual fighting?

Asmussen: Well, the main beachhead, when they first got up there, no.

Diekman: You came in after that.

Asmussen: A little bit after that, yeah. Later on, though, that little town of Con [sp] back there, when the Germans--I don't know how far it is, probably 8 miles--somewhere along back there they were firing shells. I think they was after a light cruiser that was near us, and they were after that, but the shells would be dropping near us. So you were always subject to getting hurt.

Diekman: How long did you stay over there, after you left the English Channel, after D-Day, where did the Owl go then? Or did you leave the Owl?

Asmussen: I left the Owl there. I went over there--I think we got over there in about March, and I believe I left at the end of about September sometime. Then I came back to the States. That's when I went to Jacksonville to cooking school. I came back with a load of German prisoners. I can tell you all about them, too.

Diekman: Okay. Did you come back on a troop ship, or on a plane?

Asmussen: Troopship. I come back with about 150 German prisoners.

Diekman: And did you socialize with them?

Asmussen: I had to stand watch on one of them. I can remember yet, what could I do? There he lays; he's been hurt. I felt bad for him. All I could do was give him a little drink of water. The stuff just to--try to comfort him or something. But he did die anyway, and we buried him out to sea.

But I can remember in the big mess hall, when the Germans come in, they hadn't forgot Hitler. With their boots on, they saluted him, just whatever, on to the table they come. They had their boots on. They were the officers that they had.

Wonderful experience, a lot of that, though, let's see how things go.

Diekman: Well, then when you got to Jacksonville, so that's where--you were a petty officer already then?

Asmussen: I think I was about--I was either a third or second class cook, yeah. Petty officer, yeah. I went to school there, to cooking school, baker's school. Baker, I guess, whatever it was, yeah.

Diekman: And then from there you got orders to the Comstock?

Asmussen: Then from there, I got a little leave. I come home, and then from there I went to the Comstock. I almost got on the USS Midway, I believe it was. Just commissioned, and we were side by side, and it was just one or the other, and I got on the Comstock.

Diekman: Where were they? Was this back in Norfolk again?

Asmussen: That's back in Norfolk. Newport News, that's where they build ships. Newport News, Virginia.

Diekman: Was the Comstock newly commissioned also?

Asmussen: That was commissioned.

Diekman: Okay. So they were both brand new ships.

Asmussen: They were both brand new, yes.

Diekman: So from Jacksonville you came up to Newport News and got on LSD-19, and then headed west. Did you go through the Panama Canal?

Asmussen: Our ship was just commissioned. I can tell you what I was doing on August 14, 1945. I was grinding coffee. They had the *Sentimental Journey* playing on the ship yet. And all that, and all of a sudden, the whistle and everything blew, and that was the

end of the war. August 14. From there, we got aboard there, and we went through the Panama Canal.

Diekman: Wait a minute. This was after the war. You said you left the Owl in like August or September of '44 and went back to Jacksonville and went to school there.

Asmussen: Yeah, I went back to Jacksonville to school when I left the Owl, and was there four months in school. And this was in '45.

Diekman: So it would have been like the summer of '45 that you came up to Newport News to get on the Comstock.

Asmussen: Yeah.

Diekman: So you were still there when the war ended.

Asmussen: We definitely was there, yeah, cuz our ship just come out. I don't know if we had our shakedown cruise then or not. It was just commissioned. No, we were in Norfolk, Virginia [when the war ended].

Diekman: So then the ship transited through the canal and went to Hawaii. You were on your way to Okinawa or you did go out to Okinawa?

Asmussen: We went through the Panama Canal, and from there to Hawaii. And from there we stayed just a very brief short time. I know when I come in there, I still saw parts of the Arizona, or whatever it was, sticking above the waterline. From there then we went to Okinawa.

Diekman: What did you do over at Okinawa?

Asmussen: Not really much. I could have got off by points system already when we crawled through the Panama Canal. But here's a guy and he's got four kids. Every one begins with J. I got the points; he don't. He's got four kids at home. I says, "I'll ride it out. You go home." That's how come I even got there. So we didn't do much at Okinawa, other than I got there, and I decided, "Well, I think I'm just going home," and I was on my way.

Diekman: So that was your choice? You could just say, because the war was up and you had enough points, you could just say I want to be discharged?

Asmussen: In fact, he says, if you go, we'll waiver your time and make chief out of you. No, I says, I think I done okay now. I believe I'm just gonna go home. It just hit me, and home I come.

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Diekman: So by the time you got home then, it was December. Where did you go to get discharged?

Asmussen: Minneapolis.

Diekman: Did they fly you home from there?

Asmussen: No.

Diekman: You got on a different ship--

Asmussen: No, we got off at--we come under the Golden Gate Bridge, and I believe we got--from there, Saint something up there. But anyway we took the train home.

Diekman: So the Comstock had come back.

Asmussen: The Comstock stayed over there in Okinawa, and from there it went to the Philippines. I came back on a troop transport.

Diekman: So you got over as far as Okinawa, you decided it was time to go home, you'd had enough, and then you got on a troop transport that took you back to San Francisco.

Asmussen: Yup.

Diekman: And then you took the train to Minneapolis and got discharged.

Asmussen: Mm-hmm. I can tell you a little bit--they got my rate mixed up. S L, instead of SC first class, ships cook. They need help. They put me as seaman first class [S1C instead of SC1]. So they got mixed up, so I didn't have to do nothing but enjoy myself on the way home.

Diekman: The petty officers had to work, and the seamen didn't?

Asmussen: Well, they needed to cook. They were looking for cooks. See, if they'd seen that SC, sure, they wanted cooks.

Diekman: So what was the trip back like, on the troopship? Besides boring.

Asmussen: Well that wasn't bad. Everybody was pretty happy, y'know, the war was over, and you'd find some guys, they come and they could sing. And they'd play a violin, or something like that, and we just passed our time away. There wasn't really much to do; that was about it. But we'd talk a little bit, and find out where you're from, and so forth and so on.

Diekman: So what would you say were the most memorable things that happened during your time in the Navy?

Asmussen: Well, I suppose, there's probably lots of things that happened. Some of the things you remember. You meet a lot of good friends there. And people from different states, and their style of living, and some of the things. Well, seeing things, too. There's a lot to be seen there that you'd never buy your way over there.

Diekman: There was a lot of mixing that would've never have happened if it wasn't for World War II.

Asmussen: Ohhh, it certainly was. There was a lot of people from South Dakota married, and there's some that even married from England, and there was a lot of stuff that went on. I can tell you one of the badder things that happened, that you'd never think this would happen. We got to the Azores, we tied up there for a few days. I don't think they really had liberty, but they jumped ship, about 7 or 8 people. We had two dark people, blacks, that we just took aboard ship in the States, before we got there. They went over, and they went ashore--jumped the ship--and they went over there, and you should've saw these knives--big old knives like that, and these flashlights in your life jackets, in case of something happening when we was going over there, you'd have lights. Anyway, they went ashore, and the two blacks--I don't know if you want to strike this from the record, cuz I know where they went--they went to the red light district, and you know Azores is a neutral country, Portugal, and they went over there, and by gosh, they got in one of them places, and they got in a brawl over there, and the one pulled out and he killed two Portuguese soldiers. Killed 'em; stabbed them to death. Now that wasn't very good, and by golly, they come back, and they locked them up, and they come back to our ship, and they chased us out of the port. "Out with you." So out we had to go. And eventually had to get clearance or something even to get back in there, through Washington or somehow. But anyway, they finally pinned the one down that done the stabbing. Of course, they kept him there. But that wasn't a very nice experience neither, to come in a neutral port and kill some of your soldiers.

Diekman: What kind of things did you all do for recreation, on your off time, and holidays and things like that?

Asmussen: We really didn't--well, when we was down in Bermuda, we'd go on your liberties. Of course, you'd just go to town there and they'd take us out in a little boat, and they kinda wanted us--they'd put a helmet over you and you'd go down thirty feet of water or something like that. They'd pump that air into you so you could just see the fish, it was clear water. But other than that, I can't say we did have too much other than going on to liberty. We didn't have nothing aboard these ships, much of anything. Especially the first one, there was nothing there. You just--your bunk, and eat. There was nothing there. There was no movie screens or nothing like that on there. Maybe a little radio they had on there.

Diekman: When the news came out that the war was over, then how did everybody react? What was the feelings or the comments or anything?

Asmussen: Well, they was real thrilled. We kinda got a inkling because the word kinda got out ahead. Something gonna take place, and about a day or two you're gonna get 'em. Well, then we was in Norfolk, Virginia, tied up there, and of course there's all the ships blasting with their whistles. But no liberty. Everybody was just glad that it was over.

Diekman: I guess. And no invasion of Japan. Because that's where you guys were headed then.

Asmussen: It would have been. They're lucky that--I'm sure that's where it would have been we got Okinawa. Of course, Okinawa there, we lost more people at Okinawa. That was a terrible thing. Well, Japan was down to its last resort. They took their planes and they didn't--they just come and--suicide planes. That was terrible. And there would have been more, no doubt, if they'd invaded Japan. That was their last post that they had. Otherwise they was about wiped out anyway, but--I read a little bit and hear about it.

Diekman: So then you were back in Minneapolis. And you got discharged, and what then?

Asmussen: I come home, and the gal I was writing to, she was in Minneapolis, and finally we got married. I come home, and then I took the GI Bill of Rights and took mechanic training, down at Gary, for a little while. But you couldn't make a living at that. \$65.00 a month after you got married, that wasn't very much. Then I come home and started farming, and that wasn't any better. So that's the end of it, what I done.

Diekman: But you did farm all those years then.

Asmussen: Yes, I moved on there, and then I moved right over there where Leonard Prins lives now. I lived there for 28 years, I think. From there, I--that's where I am now.

Diekman: What classes were taught in Gary for the GI Bill? What school?

Asmussen: Mechanic class. It was in a garage, the GI Bill of Rights.

Diekman: Somebody just contracted to teach?

Asmussen: No, the government paid so much, and he'd give you the place. Then you went in and that's where you got your training, first hand. He'd give you an old car, and you'd fix on it, and then you got a little money from the government. Then they furnish you--I think it was 80 or 100 dollars worth of tools the government bought you. So that was where I went. I was there about--well, I got home in December and I started there in February, a couple months later. And I was there a little over a year.

Diekman: Did you use your full GI Bill entitlement?

Asmussen: I don't think it was. I don't believe--I don't know how long it was. No, I don't think I used the whole thing.

Diekman: Do you still stay in touch, or did you stay in touch for awhile, with any of your shipmates?

Asmussen: Not very many. I've only seen one that I actually spent time with. He's from Olwine (?), Iowa, which was named--that place was named after a light cruiser. He was a boatswain mate, and he was about four years older than I am. That's the only person I had contact with, and seen him in person and visited with. A lot of other ones, that later on, as I got older I thought I should contact, and I'd go down to like in Nebraska, and I'd write the Chamber of Commerce: "Do you know of that family?" Cuz I had the addresses of the parents, and then I wrote down into Missouri. And a lot of those already passed away. I didn't start this until maybe two or three years ago, that I done that. So I was a little late starting.

Diekman: So you've never gone to any reunions or anything.

Asmussen: No. No.

Diekman: Do you belong to any veterans' organizations?

Asmussen: I did belong to the American Legion here, Gary, Clear Lake, and Brandt. But right now, today, I don't, no. I've been in the past, yeah.

Diekman: Do you think your experience in the Navy and in the war changed your way of thinking, or had any effect on your future life?

Asmussen: Well, I don't know if it had any future [effect]. If you'd ask me about something I think about being in the service, I could tell you what that is. Freedom, blood money, does not come free. Somebody sacrificed his life for the enjoyment that many of us have today, and I'm mighty proud that I went for my nearly four years, and served my country, and I enjoyed it and I learned a lot. But if I was to do it over today--I enjoyed the experience--but I don't think I want to do it over again. So that's my comment on that, but remember one thing. Freedom is not free. Our boys, like over in Iraq, they're dying every day for our freedom back here. Any comment on you now?

Diekman: No, I've heard quite a few people say that I'm really glad I was in the service, I wouldn't do it over again, but I'm glad I did it one time.

Asmussen: You gotta feel a little bit--not that you run around patting on your back, but that's what freedom is all about.

Diekman: Any last thoughts before I turn off the tape?

Asmussen: This is more up to date. I hope our guys overseas in Iraq will be coming home pretty soon, with their families where they really should be.

Diekman: Including my little brother.

Asmussen: Yeah, they're all over there, and by golly, you gotta feel proud of them over there, cuz they're not over there because they want to be, they're over there. Doing their job for their country, there's no doubt about it. Yeah, I know him [SGT Ron Diekman], I sat beside him in church.

Arlie Asmussen
(DOB: 29 January 1924)
1942 Navy Diary
USS OWL (ATO 137)

Jan 22, 1942 – Enlist for the Navy.
Jan 23-26 – At home [Clear Lake, South Dakota]
Jan 27 – Left Watertown 12.30 on bus. 4 o'clock at Sioux Falls, 8 at Sioux City, 11.30 at Omaha, Nebr.
Jan 28 – Got examined, slept in hotel that night.
Jan 29 – At Omaha. Left 10 o'clock by train. Slept on train. 18 yrs. old.
Jan 30 -- At Chicago. Went in training station gate at 10.30.
Feb 20 -- Left training station.
Feb 21 -- At Norfolk VA, at 4.30
Feb 26 -- Came aboard the U.S.S. Owl.
Mar 5 -- Left Norfolk Va. for Bermuda
Apr 18 -- Discovered Argentine transport vessel Victoria loaded with beef & flax which had 2 large torpedoed holes fore & aft. No crew aboard. All abandoned in lifeboats or rafts
Apr 19 -- USS Owl crew & officers worked day & night to get the Victoria in tow for U.S.A. - New York harbor
Apr 20 -- Pick up some crew from Victoria between them & USS Owl crew was able to get engines going which made possible for Victoria to get underway with its own power. This was 72 hrs for the Owl personnel without sleep or time off
May 7 -- Pick up 263 survivors off from Lady Drake
Sun, May 10 -- At Port Royal Bay went on recreation to K.P. [King's Point]
Mon, May 11 -- Left Bermuda at five o'clock. Stood watches. Motor launch fell off ship.
Tues, May 12 -- At sea. Stood watches. Convoy tanker to New York.
Wed, May 13 -- At sea. Stood watches.
Thur, May 14 -- At sea, G.Q. [General quarters] two times. Stood watches. Saw big fish. Left New York 6 o'clock.
Fri, May 15 -- At Norfolk Va. Made liberty. Five of us out with five girls in 1941 Ford.
Sat, May 16 -- At Norfolk Va. Underway at three o'clock. 12 to 4 watch. Saw ship sunk. Mast above surface.
Sun, May 17 -- At sea. Escort three ships, doing six knots. 8 to 12 and 4-6 watch. Sea not too calm.
Mon, May 18 -- At sea, water fair washed deck, etc. Stood 4 to 8 A.M. and 4 to 6 P.M. watch.
Tues, May 19 -- 9.20, in sub. room taking water out 9.25 Koch saw torpedo miss our bow 9.30 g.q. 10.15 drop 2 depth charges. 11.00 2 more, 11.30 secured g.q.
Sunk submarine this day.
Sea calm, 12 AM to 4 AM, 12 PM - 4, 8-12 watch.
Wed, May 20 -- At sea, chop. weather. 8 AM to 12, and 6-8 watch. Sighted Bermuda at 2.15. 8.30 PM anchor at Murray's Anchorage. Time now 9.45.
Thur, May 21 -- Underway 6.30 for Port Royal Bay 8.00 at Port Royal Bay. Weather fog and rain hard didn't work much. Got up at 6 o'clock.
Fri, May 22 -- Weather rain, & hot. At Port Royal Bay. 8.30 went along side of Altair. Work all day. Got pay \$25.00. Got boat back.
Sat, May 23 -- At Port Royal Bay 3.30 underway from Altair. Stood fire watch. Very hot today. Did daily routine.
Sun, May 24 -- At Port Royal Bay. Went over on recreation to R. B. fishing off the fantail. Caught big fish.
Mon, May 25 -- Weather rained all day. At Port Royal Bay. Made all preparation for getting underway. 1.30 underway for Murray's Anchorage. Anchor there for the night.

Tues, May 26 -- At sea, got underway for Norfolk at 6.30. Convoying two Swedish ships. Rain hard all afternoon. Stood 4-6 P.M. gun watch. Sea not too calm.

Wed, May 27 -- At sea, weather calm. 12 AM to 4, 12 PM to 4, 8 PM to 12, gun watch. Done some painting today. Plane convoy all three of us.

Thur, May 28 -- At sea, sea very calm. 8 AM to 12, 6 PM to 8 gun watch. Work on boats. Very hot, two planes past us at noon. Seaman 2/C today.

Fri, May 29 -- 4 AM to 8 gun watch. Sighted land 1 o'clock. Sea calm. 7.30 moored at Navy Yard, Berth One. Made liberty.

Sat, May 30 -- At Navy Yard at Berth 14. Very hot. Stay aboard ship. Washed clothes etc. Took boats & guns off ship.

Sun, May 31 -- At Navy yard. Very hot, didn't do any work. Went to a movie in the evening.

Mon, Jun 1 -- At Navy yard. Cloudy. Painted. Stood fire watch. Iron clothes, wrote letters. I had the duty today.

Tues, Jun 2 -- At Navy Yard. Change berths at 10.30. Went on liberty to movie, had picture taken. Bought wrist watch and sailor suit for sister. Spend \$14.50.

Wed, Jun 3 -- At Navy Yard. Had the duty. Painted. Went over Dr. to draw paint took stores aboard

Thur, Jun 4 -- Underway from Navy Yard at 9.30 to N.O.B. Stood 8-12 gangway watch. Make liberty over to Norfolk. [N.O.B. = Naval Operating Base = Naval Station Norfolk]

Fri, Jun 5 -- Got up at 6, work before chow. At 9 got underway from N.O.B. to Bermuda. 12 to 4 PM watch. Sea calm.

Sat, Jun 6 -- At sea looking for lifeboat. Sea fair. 12 to 4 A.M., 12 to 4 PM, 8 to 12 P.M. gun watch. Wash paint work on hatch.

Sun, Jun 7 -- At sea. Calm. Still looking for lifeboat, found life raft. 8 to 12 AM 6 to 8 PM watch. Didn't work today. Saw blood spot in water.

Mon, Jun 8 -- At sea. Calm. U.S.S. Gannet sunk around this date. Slept all day. Rain, g.q. 2.30. On Birdirk ship named Buttercup. 4 to 8 A.M., 4 to 6 P.M. watch. Oil in water, also lots of floating life rafts etc.

Tues, Jun 9 -- At sea. Set time ahead 1 hr. at midnight. 12 to 4 A.M. watch. Sighted Bermuda at 7.30. At 12 o'clock anchor at Port Royal Bay. Worked on boat deck. Very hot today. Learn to swim. Starboard section rated liberty.

Wed, Jun 10 -- At Port Royal Bay. Went on recreation to R.B. Nice day. Done a little swimming & fish. 4 to 8 A.M. gangway watch.

Thur, Jun 11 -- At Port Royal Bay. Very hot. Worked all day. Went swimming.

Fri, Jun 12 -- At Port Royal Bay 8 to 12 A.M. gangway watch. Had liberty today. Went on recreation K.P. [King's Point]

Sat, Jun 13 -- At Port Royal Bay. Rain this morning got up at 1800. Didn't work this afternoon, had duty today.

Sun, Jun 14 -- At Port Royal Bay. Had picnic for port side over to Riddles Bay. Play ball, swimming etc, went to movie at K.P.

Mon, Jun 15 -- At Port Royal Bay. Draw small stores 12 to 4 PM gangway watch had duty today did some painting deck

Tues, Jun 16 -- At Port Royal Bay. Burned my hand today. Went on rec. to R.B. Weather cool.

Wed, Jun 17 -- Underway at 6 AM. Towing target for tin can destroyer 8 to 12 AM watch. 4 to 8 gangway watch. Got pay \$22.00. 3.30 at N.R.B.

Thur, Jun 18 -- At Port Royal Bay. Went on rec. to Riddles Bay. Work on boat deck. My mother's birthday. Sick with a cold.

Fri, Jun 19 -- At Port Royal Bay. Work hard all day. Clipper came in 8 to 12 PM gangway watch.

Sat, Jun 20 -- At Port Royal Bay. Got letter from Ma, didn't work this afternoon. Did shallow diving at R.B.

Sun, Jun 21 -- At Port Royal Bay. Didn't work today. Had the duty.

Mon, Jun 22 -- At Port Royal Bay. Painting this forenoon. Rec. to R.B. 4.30 underway looking for submarine.

Tues, Jun 23 -- At sea. Still looking for sub. 8 to 12 AM, 6 to 8 P.M. gun watch. 0830 at Port Royal Bay.

Wed, Jun 24 -- At Port Royal Bay. 4 to 8 A.M. gangway watch. 3 o'clock underway for sea 0900 at Port Royal Bay.

Thur, Jun 25 -- At Port Royal Bay. Showers all day. Alert air raid 4 o'clock. Practicing work on boat deck

Fri, Jun 26 -- At Port Royal Bay. 8 to 12 A.M. gangway watch went on recreation to Riddles Bay.

Sat, Jun 27 -- At Port Royal Bay. Painted mast this forenoon. 12 to 4 PM gangway watch. Went swimming

Sun, Jun 28 -- At Port Royal Bay. Didn't work today. Stood by for Mess Cook Johnson. Slept wrote letters etc.

Mon, Jun 29 -- At Port Royal Bay. 4 to 8 PM gangway watch. Rain this afternoon. Didn't work. Went on working to Altair.

Tues, Jun 30 -- At Port Royal Bay. Showers all day. Worked on life rafts. Went on motor launch to K.P.

Wed, Jul 1 -- At P.R.B. 8 to 12 PM. gangway watch. Work on boat deck. Got regular mail. Mother's Bible, pictures & letter from Charlie.

Thur, Jul 2 -- At P.R.B. Thunder, lightning last night rain hard. Work on engine room hatches painted old sailors came aboard again.

Fri, Jul 3 -- At P.R.B. Painting all day on boat deck. Very hot, send pictures letter from home & Helen

Sat, Jul 4 -- At P.R.B. Painted boom didn't work this afternoon poorest 4th I ever spend. Got put on report for clothes under my bunk. Washed clothes. Very hot. Altair left Bermuda. She was here for nine months.

Sun, Jul 5 -- At P.R.B. Didn't work. Done a little swimming. Wrote letter to folks. Slept & read in my Bible. Hot. Clipper came in 1.30 PM.

Mon, Jul 6 -- At P.R.B. 8 to 12 AM gangway watch. Got pay in foreign money. \$80.00 of it. Hot. Went swimming.

Tues, Jul 7 -- At P.R.B. 12.30 PM under way for sea. 8 to 12 gun watch. 11 o'clock g.q. In 2 flares plane drop. 12.15 g.q. again on ship and another flare plane drop

Wed, Jul 8 -- At sea. 8 to 12 AM gun watch, 11.30 AM at P.R.B. Sea fair painting today. Rate liberty. Made out allotment to Ma for \$30.00.

Thur, Jul 9 -- At P.R.B. 8 to 12 P.M. gangway watch. Painted all day. Had duty. Got wet sleeping on B.D. by rain. Abandon ship drill.

Fri, Jul 10 -- At P.R.B. Painted on smoke stack all day. Mail today. Air bedding.

Sat, Jul 11 -- At P.R.B. Finish painting smoke stack. Didn't work this afternoon. Got letter from Grace.

Sun, Jul 12 -- At P.R.B. 4 to 8 A.M. gangway watch. Didn't work today. Slept etc.

Mon, Jul 13 -- At P.R.B. 7.30 A.M. underway for drydock 8 A.M. moored there. Work on gig all day. Removing varnish etc.

Tues, Jul 14 -- At dry dock. Rain today. Painted on gig all day. Learning things for quarter master. Letter from Sanders. Sent \$40.00 home.

Wed, Jul 15 -- At D.D. 2 P.M. under way for P.R.B. 2.30 PM at PRB. 12 to 4 PM gangway watch. Rain hot etc.

Thur, Jul 16 -- At P.R.B. 9 A.M. under for sea, us & 3 other ships looking for enemy sub. 4 to 8 PM G.W. [gangway watch] Terrible hot rain.

Fri, Jul 17 -- At sea. 4 to 8 A.M. GW & 4 to 6 P.M. G.W. Got wet on morning watches. Rain thunder etc. Looking for a ship. About 300 miles from Bermuda.

Sat, Jul 18 -- At sea. 12 to 4 A.M. G.W. G.Q. 4 A.M. 12 to 4 PM G.W. 8 to 12 P.M. gun watch. 10 P.M. G.Q. Submarine surfaces very close off our starboard beam & submerged too quick for us to fire. Brother got married today. Helen birthday.

Sun, Jul 19 -- At sea. G.Q. 2.30 AM. Drop two depth charges. 8 to 12 A.M. G.W. 6 to 8 PM gun watach. Took 1/3 of my course for Seaman 1C. Sea calm. Had to keep walk on watch from falling asleep.

Mon, Jul 20 -- At sea. 11.30 A.M. P.R.B. 4 to 8 A.M. S.W. Storm during night. Rate liberty. Got letter from home.

Tues, Jul 21 -- At P.R.B. Got paid \$32.00. Send \$30.00 home. 8 to 12 P.M. gangway watch. Painted rails on ladder etc.

Wed, Jul 22 -- At P.R.B. Painted & work on water breaker. Just terrible hot.

Thur, Jul 23 -- At P.R.B. Same as yesterday.

Fri, Jul 24 -- At P.R.B. 00 to 4 gangway watch. Went on working party. Cloudy & cool. Didn't work this afternoon. Had school. Slept from 3 to 8. Started getting 5.15 all hands. Clipper came in.

Sat, Jul 25 -- At P.R.B. Went on working party. Took part of our seaman course. Lightning rain thunder. Back to get up 6 o'clock.

Sun, Jul 26 -- At P.R.B. 8 to 12 AM G.W. Got letter from Everett & Helen & Mrs. Geisler. Underway for sea 6.30 P.M.

Mon, Jul 27 -- At sea. 4 to 8 AM G.W. on a goose chase 4 to 6 PM G.W. Us & our former captain, with his ship.

Tues, Jul 28 -- At sea. 12 to 4 A.M. & 12 to 1 P.M. G.W. 2.30 at P.R.B. Got regular mail letter from Johnnie Roise & Charlie Sumunk.

Wed, Jul 29 -- At P.R.B. Work on life rafts. Had to do supper dishes. Had school on boat deck. Clipper came in.

Thur, Jul 30 -- At P.R.B. Work on water breakers etc. Ask me to be a ships cook.

Fri, Jul 31 -- At P.R.B. On working party at Hamilton provision ship. Got put on for ships cook.

Sat, Aug 1 -- At P.R.B. Got up at 5 AM. Help Kit & Spud in gallery all day.

Sun, Aug 2 -- At P.R.B. Help Spud cook. Got letter from Grace, Ma, William & Marjorie G.

Mon, Aug 3 -- At P.R.B. Work with Kit & Spud all day. Wash clothes etc. Small store slips.

Tues, Aug 4 -- At P.R.B. Very hot. Work all day. Made out pay receipt. Pa birthday.

Wed, Aug 5 -- At P.R.B. 4 o'clock underway for sea. 8 o'clock at Murrays Anchorage. Call us back. Got paid \$32.00.

Thur, Aug 6 -- 8 A.M. underway for P.R.B. 9.30 there, 12.30 PM underway for sea. 5 P.M. pick up 13 survivors. Now head in. Anchor at St. Georges for night.

Fri, Aug 7 -- At St George. 2.30 P.M. underway for P.R.B. 4 P.M. at P.R.B. Stood watch with Spud in galley.

Sat, Aug 8 -- At P.R.B. Stood watch all day. Draw small stores. Clipper came in.

Sun, Aug 9 -- At P.R.B. Work all day in galley. Took some more course for seal/c. 6.30 getting underway.

Mon, Aug 10 -- At sea. Took over a small vessel load with oil fish & lumber flying a British flag & would not answer planes signal. 6 P.M. anchor at St. George. Vessel moored beside us. This afternoon off

Tues, Aug 11 -- At St. George. Have small vessel along our port side went on duty at noon. Wrote letter home.

Wed, Aug 12 -- At St. George. Made chow this morning alone this afternoon off. Took more seaman course.

Thur, Aug 13 -- At St. George. Went on duty at noon. Stood this watch nearly alone.

Fri, Aug 14 -- At St. George. Wash paint work shine bright work etc.

Sat, Aug 15 -- At St. George. Got letter from Charlie & picture & letter from Helen & Everett. Duty this afternoon.

Sun, Aug 16 -- At St. George. Fried 22 chickens for dinner. Got change to starboard section. Some more seaman course.

Mon, Aug 17 -- At St. George. Same as before. Ship alongside yet. Starting to rain every night again.

Tues, Aug 18 -- At St. George. Went to very good movie. Got off watch at noon.

Wed, Aug 19 -- At St. George. 7.30 A.M. underway for Dockyard. 9.30 A.M. there. Captain Boatswain gunner went to Norfolk by plane. Got paid \$18.00.
Thur, Aug 20 -- At dockyard. Went to movie in evening. We are sorta overhaul ship.
Fri, Aug 21 -- At dockyard. Bermuda rain today. Went to movie. Liberty. Off this afternoon.
Sat, Aug 22 -- At dockyard. Stay aboard rain.
Sun, Aug 23 -- At dockyard. Went to movie. 17 sailors got restricted for A.W.O.L.
Mon, Aug 24 -- Moored at different dock. Went to movie.
Tues, Aug 25 -- Moored at same dock. Big storm at sea. Same movie tonight as last night. Finish letter to home.
Wed, Aug 26 -- At same dock. Slept in compartment first time in 2 mths. Rain, & nice & cool. Went to movie.
Thur, Aug 27 -- At dockyard. Duty. Stay aboard washed clothes etc rain send letter home
Fri, Aug 28 -- At dockyard. 9.30 A.M. underway for P.R.B. 10.30 there. Letter from folks & Grace. Other cook came back. Went to movie at K.P.
Sat, Aug 29 -- At P.R.B. Standing watch with Wilkins. Captain came back from leave. Dressed 12 chickens.
Sun, Aug 30 -- At P.R.B. Fired 22 chickens. Went to movie at K.P. Name *Steel In the Sky*.
Mon, Aug 31 -- At P.R.B. Started to stand watch by myself. Weather is getting cooler every day now.
Tues, Sep 1 -- At P.R.B. Went to movie. Stood forenoon by myself.
Wed, Sep 2 -- At P.R.B. Noon preparing 2.30 P.M. underway for St. George. 4.15 there. 7 P.M. underway for sea.
Thur, Sep 3 -- At sea. Choppea. Stayed in sight of Bermuda. 10.30 A.M. at P.R.B. Felt pretty pale on morning watch, headache. Just patrolling harbor. Went to movie.
Fri, Sep 4 -- At P.R.B. Went on duty at noon. Dressed 15 chickens this evening. Time now is 20.10 P.M. Thinking of the passed.
Sat, Sep 5 -- At P.R.B. Went to movies. Had good visit with Conrad. Pay day.
Sun, Sep 6 -- At P.R.B. Send letter to Grace & Marjorie G. Got letter from Charlie & Ellen Mae by steamer mail.
Mon, Sep 7 -- At P.R.B. 10 A.M. underway for St George. Noon there. Went to movie.
Tues, Sep 8 -- At St. George. 7.30 A.M. underway to operate with sub. 2 P.M. Sub saw enemy sub. We drop depth charges 2 mi. or so from Bermuda. 4.30 Set out for sea. GQ two times this afternoon. Also had the watch. Time now 7.55 PM.
Wed, Sep 9 -- At sea. Calm as glass. Close to Bermuda. Looking for sub. Afternoon operation with own subs, 5 P.M. at St. George. Went to movie. Flight Lt. slipped and fell in water off dock.
Thur, Sep 10 -- At St. George. 8 A.M. underway to operate with sub. Picking up the torpedoes they practice firing at tin can. Letters from Grace & Johnnie.
Fri, Sep 11 -- At St. George. Operating with subs again. Movie aboard ship. *Take a Letter Darling*. Got certificate for S1C.
Sat, Sep 12 -- At St. George for night. During the night at P.R.B. Movie aboard ship have a very good telewire going to the States.
Sun, Sep 13 -- At P.R.B. 9 A.M. underway escorting small vessel 7 P.M. set time back an hr. Sea calm. G.q. 02.30 A.M. Stateside bound. Rain hard at 0430.
Mon, Sep 14 -- At sea. Like glass. Plane with us nearly all the time. Sure is a nice trip so far. Hope it keeps up.
Tues, Sep 15 -- At sea. Very calm. Day off. Sure glad we are going to States.
Wed, Sept 16 -- At sea. Hit 60 mile buoy early morning. At 5.30 P.M. moored. Duty today.
Thur, Sep 17 -- At Berth 18. Wrote a letter home. Went on liberty. Rain. Lots of men getting transferred, & 3 came aboard.
Fri, Sep 18 -- At Berth 18. Norfolk duty afternoon. 8 seamen came aboard.
Sat, Sep 19 -- 6.30 A.M. went in dry dock. Went on liberty this afternoon. A wild old time I had.
Sun, Sep 20 -- At dry dock. Stood Half Carson watch. Wash clothes. Got sorta of cool this afternoon.

Mon, Sep 21 -- At dry dock. Got 5.50 PM. bus for Richmond, Va. Got back 5 A.M. Skating. Beautiful girls, & friendly. Worn blues. Very cool.

Tues, Sep 22 -- Dry dock. Slept all forenoon. Wash clothes clean locker out. Stood by for Gallant. 30 pies came.

Wed, Sep 23 -- Went out of dry dock at 6.30 A.M. & went over to pier 7. Provision ship. Went on liberty.

Thur, Sep 24 -- At pier 7. 1 P.M. underway for Bermuda. Sea fair.

Fri, Sep 25 -- At sea. Calm. Got message to look for sub. From plane.

Sat, Sep 26 -- At sea. Calm. Still looking for sub. Wash paint work in galley. Swell try so far.

Sun, Sep 27 -- At sea. Rough afternoon. Compartment full of water. Not a dry spot on ship. Nearly everybody seasick. Sighted Bermuda at 6 P.M.

Mon, Sep 28 -- At sea. Terrible rough yet. Lay to about 15 miles from Bermuda. 5 A.M. started in. Beds wet etc. Got mail today. 09.30 A.M. at P.R.B. Sure was a terrible trip.

Tues, Sep 29 -- At P.R.B. Wrote letter to Rosie, Alex & send \$20.00 home. Cool today. \$150.00 have home now.

Wed, Sep 30 -- At P.R.B. Watch this afternoon. Washed dress blues. Took A to N for Seaman 1 class & pass it.

Thur, Oct 1 -- At P.R.B. 11 A.M. underway for St. George. Seaman 1/C today. Change bunks. Made a lash up of a cake. Rain & cool. Press dress blues.

Fri, Oct 2 -- Underway from St. George to moored to buoy near air station. Big storm. Rough in the bay.

Sat, Oct 3 -- Still moored to buoy. Everyone aboard. No liberty. Make some doughnuts. Movie aboard.

Sun, Oct 4 -- Duty this afternoon. Wash clothes. Two clippers came in. No mail for us.

Mon, Oct 5 -- At P.R.B. Pay day. No movie. Paint inside of my locker.

Tues, Oct 6 -- At P.R.B. Weather warm. Movie aboard. Two aircraft carriers came in & 4 destroyers. Saw this movie before.

Wed, Oct 7 -- At P.R.B. Got letter from Roise & home send four letters home Rosie Haas & William

Thur, Oct 8 -- At P.R.B. 07.30 AM underway with target ranges to practice on. Anchor at Murray's Anchorage for night. Movie.

Fri, Oct 9 -- 07.30 A.M. underway for P.R.B. 9.30A.M. there. Regular mail today. Cloudy. Movie.

Sat, Oct 10 -- At P.R.B. Clipper came in. Duty this afternoon. Movies.

Sun, Oct 11 -- At P.R.B. Clipper came in. Cloudy and sorta cool. Movie.

Mon, Oct 12 -- At P.R.B. Rain a little but nice day.

Tues, Oct 13 -- 0645 AM underway to operate with sub. 5 P.M. at P.R.B. 6 P.M. underway for harbor patrol at Murray.

Wed, Oct 14 -- 8 A.M. underway for P.R.B. 9.15 A.M. there. Air mail. Movie also duty.

Thur, Oct 15 -- At P.R.B. 1 PM underway for St. George with target. Movie. Mail. Wash paint work in galley.

Fri, Oct 16 -- At St. George. 0800 A.M. under with target for Army. 01.45 P.M. at P.R.B. Rain, movie, clipper. Make some doughnuts.

Sat, Oct 17 -- At St. George. Cool. Liberty for me.

Sun, Oct 18 -- At P.R.B. Letter from Gerry & folks. Set time back at 1.30 A.M. Really hot in galley.

Mon, Oct 19 -- At P.R.B. 9 A.M. underway with target again for carrier. 6 P.M. at St. George. Movie. Afternoon off.

Tues, Oct 20 -- At St. George. 8.30 A.M. underway for P.R.B. 11 A.M. there. Regular mail. Movie *There We Go Again*, duty.

Wed, Oct 21 -- At P.R.B. 1 P.M. underway for St. George. Pay day. Now at St. George. Redmond left leave, for Portsmouth. Answer Gerry letter.

Thur, Oct 22 -- At St. George. Towing target again. Wash clothes. Letter from Rosie.

Fri, Oct 23 -- At St. George. Underway at 8 o'clock. Army fired at target. Sold watch to Johnson for 10.00.

Sat, Oct 24 -- At St. George. 8 A.M. underway for P.R.B. 10 AM there. Watch this afternoon. *The Talk of the Town*. Saw it before.

Sun, Oct 25 -- At P.R.B. Clipper came in. Afternoon off. Movie.

Mon, Oct 26 -- At P.R.B. 1 A.M. underway for St. George. 8 A.M. there. Watch. Movie.

Tues, Oct 27 -- At St. George. Operate with sub all day. Finish course for 3/C. Rain. No movie. At St. George for night.

Wed, Oct 28 -- At St. George. 7.30 A.M. underway for dockyard. Rain, movie. Cool afternoon.

Thur, Oct 29 -- At dockyard. Rain & very cool. First night use blanket since Mar. No movie.

Fri, Oct 30 -- At dockyard. Rain. Cool. Had a quit time making chow. No steam, no air. Wash clothes. Movie.

Sat, Oct 31 -- At P.R.B. Rain. Got letter from Helen & Alex. No movie.

Sun, Nov 1 -- At P.R.B. 2.30 PM underway for St. George. No movie wrote letter to Helen & girl at Ind.

Mon, Nov 2 -- At St. George. Fire at target ourself. Movie. Thunder afloat. Rain. Scholz got transferred.

Tues, Nov 3 -- At St. George. We fire anti (?) aircraft. Rain. Target broke loose twice. Movie. Duty.

Wed, Nov 4 -- Went back to PRB. Mail. Movie. Very cool. Six more apprentice seamen came aboard. Made out pay receipt.

Thur, Nov 5, 1942 -- At P.R.B. Got paid 65.00. Make out allotment for \$60.00.

[End of diary because diaries are prohibited.]

Typed by
CAPT Diane Diekman, USN (ret)
December 30, 2004