

Aug. 10, 2007

Dear Sirs,

I made myself available for a personal interview per phone call with Wayne Clark. Aug 10 - 11⁰⁰ am was the date and time set aside. I cancelled a doctor's appointment for that time.

After waiting till now I contacted Mr Clark via cell phone and he was surprised that I wasn't contacted.

Previously that the interview was called off and apologized for the inconvenience.

However at my age 82 - I have many problems including skin cancer and prostate cancer and go for treatments each week and haven't ~~got~~ much time for interviews so I hope the enclosed info will suffice. Thank you

P.S. Continued success John & Stanovic with projects.

John F. Pitarov's - Additional Info:

Part II - Service History

Attended boot camp, Newport R.I. - Then assigned to Iowa State College, Ames, Iowa - naval engineering course.

Diesel Electric - Battery and Gyro classes.

After graduation - Volunteered for submarine duty and assigned to New London Sub Base.

After graduation assigned to USS R-6 - Atlantic Patrol. Various duties from lookout, helmsman, pump operator and then oiler in the engine room.

Assigned to new construction USS Archerfish - Portsmouth

N.H. Duties included lookout helmsman and oiler in engine room. Promoted to the

Auxiliary Gang - Duties included high pressure

air compressors, hydraulic system, air conditioning and refrigeration maintenance and in general all pumps throughout the ship, also included plumbing and sanitation. Started in this assignment as a M^2M^3/C and worked my way up to $2/C$ and then $1/C$.

Main post was in the Control Room at the air manifold - Right in the middle of all action during battle conditions surface or submerged. A great thrill for a young kid believe me, it made a man out of you very quickly. The responsibility was tremendous. I was very fortunate to remain on the Archerfish throughout the war (7 war patrols) and decommissioned the boat in April 1946 in Mare Island before I

left the Navy when my enlistment was up after 4 years. 21 yrs of age, I joined the Regular Navy and not the Reserve. The Reserves were dismissed after the war was over. I had to stay in till my enlistment was up.

Wars locations etc.

My first experience under fire was in the Atlantic aboard the R-6. We were operating with destroyers in a training operation. We would dive and they would "ping" on us trying to find out where we were as the U-Boats were in the area and this would add to their training if they came upon U-Boats. As we surfaced one day a friendly plane assigned

4

to the Naval Air Base in
Quonset Point, R. I.

observed us and apparently
thought we were a U-Boat
and dropped a bomb on
us. Thank God it missed
and exploded nearby. Our

lookouts began waving an
American flag wildly and
our signalman began
sending messages that we
were friend not foe and
the plane dipped his
wings and flew off. Our

R. boats were shaped
like U. boats so we have
to give the pilot the benefit
of the doubt. When we
arrived in New London our
skipper was livid and
reported the incident.

Cooley's mind prevailed
however and the pilots
apologized and later

threw a nice party for
us at a hotel in New

London, ⁵ Close call but not
our time to go.

I was later detached to
Sub School for refresher classes
and just before graduation
I made a liberty in New
London and as usual hit the
bars and drank my fill of
beer and I had enough and
was heading for the railroad
station to get a cab for the 3
mile ride to the base. I met
a Coast Guardsman and he
told me about a new drink
called a "Zombie" and talked
me into trying one. I think I
had two. "Zombie" is a
mixture of several liquors
and is served in a large
frosted glass. Kind of a
citrus taste. I finally left
and got into the taxi with
about 6 other sailors. I
had the drop seat directly
behind the driver. Before
we left he emphasized

that the car was brand new and would be the last car he could purchase till the war ended. In fact it had wooden bumpers as all chrome went to the war effort. I fell asleep as soon as we started but about 1/2 way to the base someone asked the driver to put the heat on as he was cold. As soon as the warmth hit me I felt sick and before I could tell the driver to stop I threw up all over him and his new car. He immediately stopped and ordered all of us out on the lonely road and he headed back to town to clean himself and his new car. Of course everyone was cursing me as we trudged in the cold back to the base about a mile away. I finally got to the base, fell asleep in my uniform and when reveille sounded

7
at 6 am I was still groggy
but managed to shower and get
into my dungarees and at 6:30
marched out to the drill field
for exercise before chow. We
all lined up and when the
instructor began with "jumping
jacks" I apparently went down
into a heap and was carried
away to sick bay. When I came
to a doctor asked me what
happened and I had to think
quickly and said I had a
few beers with a port Chap
dinner ashore and he quickly
diagnosed me with ptomaine
poisoning. I was dehydrated
and they kept me in sick
bay for about 5 days and
when I was released and
went back to classes my class
had graduated and I had
to make up last time with
another class.

Lots of my shipmates
in the graduating class

8

was assigned to the new sub *Ward* in port and ready to go out on patrol in the Pacific. The boat went out of New London and on the Atlantic side of the Panama Canal it went down with all hands lost either from a bombing by our own planes or a torpedo from a U. boat. The reason was never confirmed to my knowledge. If not for the "Zombies" I would probably have been part of that crew!

In a few weeks I was assigned to new construction the USS *Archerfish* SS311 and stayed with her for its 7 war patrols and its first decommissioning in Mare Island, Ca. 1946.

9

The Archerfish received the Presidential Unit Citation for its exploits on the 5th war patrol off Tokyo Bay when it confronted the Japanese Aircraft Carrier (72,000 tons) and 5 escorts. A chase resulted starting at 9¹⁵ Pm and finally at 3¹⁵ am 4 torpedoes were fired by Archerfish and the mighty Shinano was no more. This sinking gives Archerfish the distinction of sinking the largest ship sunk by any means in history.

The Archerfish was present on the scene of 4 major battles in the Pacific among them the Battle of Iwo Jima where while on Lifeguard duty rescued a downed US Airman from the carrier Franklin. Our Captain assigned him to look out duty on the

bridge during the battle
but not before he talked the
C.O. into lashing his Mae
West life jacket to the bridge
deck. He wanted to save it as
a souvenir. In short time our
radar picked up a plane about
9 miles away a few hundred
feet above the water heading
in our direction. The C.O.
ordered the aviator (Johnson)
to keep an eye on it and as
it continued on course
towards us Johnson said it
was one of ours and then
as it was a mile away
the Captain and our other
lookouts shouted it was
a Jap plane they could
see the rising sub and its
fuselage. We crash
dived just as he strapped
our landing tower and
dropped a large bomb
very near us that when
it exploded nearly

lifted us out of the water.
 The Captain was very nice
 to say the least and ordered
 Johnson to below deck duties,
 also ordered his Mac West
 deflated and thrown
 aboard as when we dove
 the bright yellow color
 was visible through the
 clear water to aircraft
 and served as a bullseye
 for them. He said to Johnson,
 "No wonder you were shot
 down, you don't know the
 difference between friend
 nor foe." We learned
 much later after the war
 that Johnson went on to
 become a Rear Admiral,
 before he retired and just
 died recently.

The Archfish had
 patrols that included
 Tokyo Bay, Japan, Palau,
 Marshall Islands,
 Marianas, China Sea

Philippines etc.

Under fire we were all nervous and up tight but very well trained to withstand the rigors of battle. The first depth charge sounded as if you were in a metal container and someone struck it with a sledge hammer.

You could tell how close a depth charge would be by the sound of the detonator.

The louder the click the closer the bomb. During one close encounter I thought we were finished as we received a total of 124 depth charges lasting all day. It was quite a harrowing experience especially for a teenaged kid. You became a man very fast and no matter what your faith you learned how to pray.

I think our submarines and the officers and crew were superb compared to others. However many thought German U. Boats were built better and had better equipment. That's a matter of conjecture of course. We went aboard Japanese subs which were much larger especially the I-class which had ~~an~~ seaplane hangar aft of the conning tower - the plane folded up when placed in this hangar. The catapult ran from the conning tower aft to the stem. These large subs were used as freighters to carry supplies to the islands they still had in the Pacific.

Whenever any animosity arose between the crew while on patrol these

14

officers or crew were transferred at the completion of the patrol. There was no room aboard for disharmony whatsoever. About 15% of the crew was transferred for various reasons after each patrol. Some of the reasons were sickness, new construction, schools, family problems at home, chronic seasickness, and in a few cases mental stress from the rigors of battle - Many couldn't take the close quarters for months at a time - We were true brothers believe me, you couldn't find any better.

In re: Commendations
medals etc -

The Archfish received
the Presidential Unit
Citation - With this ribbon

N
I can wear a star attached
as I was a member of the
crew at the time of the citation
(Seizure of Shinkano) -

Submarine combat pin
with stars for 7 war patrols.

Medals and ribbons for
serving in American and
Asiatic Pacific Campaigns

Victory Medal WW II -

WW II Occupation Medal

Navy -

Navy Combat action ribbon

Good Conduct Medal

Medal for Merit (NY State)

Conspicuous Service Medal

NY State

Philippine Liberation
Medal w/ star.

I mentioned Chief Charlie Spitz (Spitz's Navy) as subcommander in New London was called. He was one tough hombre believe me especially to a skinny 17 year old. He was tall broad and tough. He was also certified as a Navy salvage diver. As students we stayed clear of him as he could spot a minor violation a block away. He also ran the base brig where minor violators were sent. Major violators were sent to Portsmouth Prison in N.H. which US Marines guarded. The base brig was guarded by US Navy personnel.

While aboard the R-6 I went on liberty and overstayed it by 5 hours. Fortunately I was assigned to the boat and had a

17
Captains mast and nava General
Court Martial. I was sentenced
to 9 days bread and water
in the base brig. Every 3rd
day we were given a full
meal - We were in solitary
confinement, one man to a
cell and allowed out for
a shower, to wash our clothes
and bathroom break each
day. It was very lonely
and degrading as when
we went for our meal
every third day it was
under armed guard in
a group with "BRIG"
stamped on our uniforms
and hats. Everyone had
to stay clear of us
marching to and from the
brig. Quite an experience
and Chief Spitz was
the boss of the brig.
No one not even the
guards crossed him.
What an impression

18

he made on this sailor
and I know upon many
thousands of others.

I made many close
friends aboard the Archerfish
and after the war several
shipmates ran reunions
throughout the country
every 2 years. I attended
at least 12 and our last
one was a few years ago
in Manitowoc, Wisconsin
where only 6 or 8 showed
up. Many of us have passed
on or are too infirm to
travel but I do keep in
touch with several by E-
mail and phone. God
bless them all. Our numbers
are dwindling each day -
I wouldn't give up the
experiences I had in
WWII for anything. What
a generation.

Education and Employment
 Addenda after WWII
 Enlistment was over -

On April 6, 1946 I was discharged at Rido Beach, L.I. after a 6 day train ride from San Francisco, Ca where I left the hospital and Archerfish. -

Came home and as I was the oldest of 8 siblings I didn't hang around long before I looked for a job. Applied for a position as Assistant engineer aboard a tug boat in the Hudson River vicinity of Tarrytown Ny (now the site of the Tappan Zee Bridge). The Maritime Commission was in charge of storing and maintaining hundreds of old Liberty ships that saw service in WWII.

And this site became known as the "Mothball Fleet". At least 300 ships were tied up side by side in columns in the widest part of the river (3 miles wide at that point) - In time many ships were sold to foreign countries, used for grain storage, towed to the James River, Virginia etc. As the numbers dwindled the remainder were eventually tied up near Jones Point opposite Peekskill as the bridge was going to be built.

I then took a Civil Service Test for the Yonkers Police Dept, passed and was appointed Aug. 1947. Went to the NYC Police Training School, graduated and was assigned to the 4th Det as a rookie in Yonkers. Married, raised 6 wonderful children - rose in the ranks

2!

to Sgt. Lt. and finally
Captain - While a police
officer attended Delephanty
Institute and various
training schools to further
my education. I received
my GED upon leaving the
Navy as I left high school
in my junior year to join
the Navy -

Retired from the Police
Dept as Captain, 48 years
old 27 years of service
and took 4 of my 6
children to Florida where
I secured a position with
the Broward County School
System as a Security
Investigator in the Internal
Affairs Division. Retired
from there after 12 years
service and at 62 went
on Social Security.

Moved to Raleigh, N.C.
Remained there for 12
years and returned to

22

my after 12 years as
my wife had several
surgeries and we wanted
to be near our roots and
extended family as we
reached the "golden
years". Oh yeah!

Married 60 years to
the same woman, 6
children, 7 grand children.
That's it!!!

Persons I remember best (Cont'd)

Addendum on persons I remember best from my service

#1 Hershel "Dusty" Lighter
my boss in the Auxiliary Gang
aboard Archerfish - He went on
to become a CPO in our gang. He
was a pre-WW II sailor and came
from a Kansas farm, humble
beginning, dirt poor and joined
the Navy during the depression
(circa '36) He was assigned to
surface craft and then submarines
and made several war patrols after
Pearl Harbor bombing and was then
sent to the states to new construction
Archerfish. During our first war
patrol we had about 4 or 5 of
the crew no officers, who had
war patrol experience. This was
out of 75 men. So you can see
most of us got our baptism of
fire on our 1st patrol. "Dusty"
took me under his wing, got me
out of the Engine Room and
gave me responsibilities that

Greater in my wildest dreams) thought I could handle. He saw my eagerness to learn everything about the boat and was a role model for me and the 2 other guys in the Auxiliary Gang. I am still in contact with him. He lives in Virginia and is still going at 90 yrs of age -

2 Also in my group of friends is Benny Mairana from L. I. He was an electrician and was aboard Archerfish for the first 4 patrols and was later transferred to Trumpetfish. We met after the war at a reunion in New London, Ct and have remained close friends talking on the phone and visiting from time to time. He is like family. Comes to our weddings etc. —

3 Next - Carl Wilkin from Sandusky Ohio who was my thrattleman when I was his oily in the Eugene Rn. He remained aboard for all the 7 patrols and was instrumental

in arranging our reunions after the war. Also like family. Still in contact with him.

#4 Bernard "B.T." Gibbons a M² M³ C from Boston. On the boat for the last 3 patrols. Remained friends ever since. In contact by phone.

Henry "Hank" Zych M² M³ M¹ C pre war Navy - ~~1st~~ in command in Auxiliary Gang. From Milwaukee, Carlew man. Retired after 25 yrs. Hosted 2 reunions in Milwaukee. Passed away a few years ago. God bless him.

#5 Leo "Doc" Carter originally from Michigan, now in Florida. He was our pharmacist's mate for the last 4 runs. He is now the Archerfish WWII historian as the Archerfish has a web site. In poor health but a gamer.

These are people I am in close contact with now,

4

expecting Zych of course who
is watching us from Heaven
I hope. Not many of the
original crew left - We sent
Christmas cards to each other
including widows. As I
mentioned previously we are
like family even though we
only spent a few years together.