

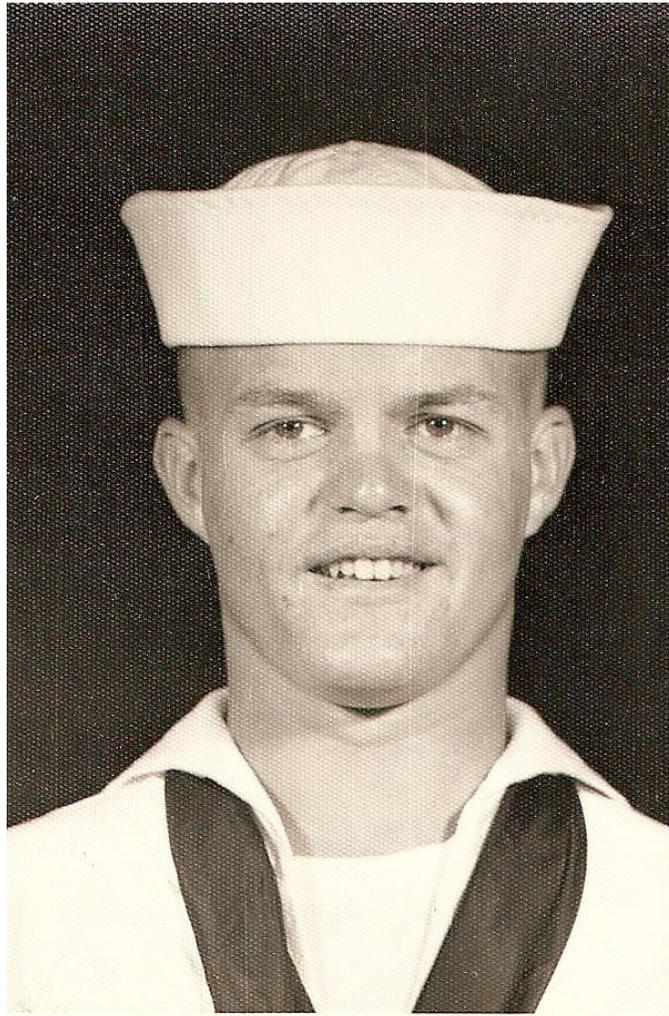
# Charles Grandy

Born:

Died:

Period of Service

Sources:



**VETERANS HISTORY PROJECT**  
**Preserving Stories of Service for Future Generations**

**Interview with**

**Chuck Grandy**

**Conducted by John Gay**

**August 4, 2014**

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**This is John Gay, and I'm sitting here with Chuck Grandy at my house on Green Bay Road on Washington Island, Wisconsin, on August 14, 2014. We're going to ask Chuck about his experiences in the military. We're going to start off by asking what he was doing prior to that and how he got into the military, and we'll go from there.**

### **Life Before Entering Military Service**

**Chuck, why don't you take off.**

Well, I graduated from high school and I got a football scholarship. I went to school for one year and played football. I enjoyed it – too much! I wasn't ready for college. So I quit after a year.

**What school was it?**

It was Garden City Junior College in Garden City, Kansas. We went to the little Rose Bowl in 1960.

So I quit school and went to work for a year. They called me back to school and I decided I wasn't ready yet. So I worked for a year.

My cousin and I – the same age – we were on a town team ... basketball team. I don't know what they call them around here. The winners always got a case of beer. Everybody was married but my cousin and I, so we got the case of beer. That was three times a week and we decided we were just drinking way too much. So we decided to go into the Navy. That was in October, 1962.

### **Military Training**

**Where did you sign up?**

San Diego – I went to San Diego for boot camp.

During boot camp they conduct all these tests. Thankfully my cousin was awake. He was sitting beside me, and I fell asleep during the test. I don't know what I'd been doing if he didn't wake me up! So I did well on the test and I went into electronics school. And he became an electrician.

**Was that also in San Diego?**

No, that was in San Francisco. It was on the island of Yerba Buena – they call it Treasure Island, just outside of San Francisco.

**Boot camp was eight weeks?**

I was accelerated. I think it was supposed to be 12 at that time. But because of the Bay of Pigs we were accelerated. We went in in October and got home well before Christmas; because it was accelerated, and they wanted to get us through – there were thousands of guys at that time.

**And the second training session was at Treasure Island.**

Yes.

So during the electronics phase, they were recruiting for submariners. I raised my hand like a damn fool! So directly after electronics school in San Francisco I went to New London, Connecticut for submarine school. They have very extensive trials, checking your mental ability and sanity and everything else.

**And claustrophobia?**

Yes, all those tests.

So I got through submarine school.

**That was another eight weeks?**

Let's see. It started in January.

**You had to learn the whole ship, didn't you?**

Yes. In subs you have to learn the whole system.

I know it was over New Years. That's where I did my first polar plunge. I was in Connecticut on New Year's Day.

**That was in 1964?**

That was in January, 1964.

**And what does that entail? They just drop you into a pool of cold water?**

No. The polar plunge had nothing to do with the Navy. That was after too much reveling! There were quite a bunch of us who decided to go swimming through the ice. It was not too brilliant!

But during submarine school it's learning the systems – electronics, diesel; the whole system. Then you have to conduct the free-ascent. It's 100 feet – a 100 foot tower and it's full of water. And they have the pressure in the escape hatch ... at the level of 100'. And during the pressurization you have to clear your ears. And when the pressure is equalized they push you out into the water and tell you to go to the surface, young man. And don't breathe on the way! But they tell you to start blowing from the time you enter the water until you hit the surface.

**But you've got to blow very carefully so you don't collapse your lungs before you get to the surface!**

You think there's no way this can happen; especially as you're blowing! But as you're blowing the brain keeps telling you to breathe. The brain keeps telling you that you have to bring some in. But the volume is amazing. If you've ever seen the curve, from 100' up, the bubble, 1", goes to 33'. Just like that. Your lung capacity is doing that. So as you're blowing, the volume increases dramatically, but your brain doesn't know that. And it's telling you. And sometimes on the way up men stop blowing.

On the way up there are people stationed every few feet. And if you stop they first try to get you to start over again. And if you don't they... put you in a decompression chamber.

So by the time you reach the surface you're really moving. So when you come out of the water you clear it about to your knees!

### **That's why the whales go so high up!**

I guess, yeah!

I only had to do that twice.

### **By decompressing, would that have been necessary for that quick trip?**

Yes, because by the time your pressure is equalized at 100' there is the possibility of nitrogen narcosis.

### **Even for that short a time.**

Yes. You're there several minutes while it's compressing. So even though it's slow, many break their eardrums. They're just incapable of clearing. And that's one of the reasons for a quick wash-out. The problem is, it could be caused by a cold. If that's the case then some get to do it again. But it's interesting!

### **I'll bet it was! And that's all highly calibrated – the water tower and such.**

It's just a big 100' tower.

And now they don't do that. In fact, they changed while I was in. Instead of having to expel the entire way, they now have a hood – they put a lifejacket on you with a hood. And while you're going up they tell you to just go, "Ho, ho, ho," and take some air in – because this hood has air. So as you're going up you're expelling when you're giving the 'ho, ho, ho.' And when you draw in the brain is okay with that. But when you get to the top with that you have a lifejacket on so have that much more buoyancy, so you go way out of the water. That's really something.

### **So that lasted another eight weeks?**

Sub school? I would guess it was eight weeks, something like that.

### **Overseas Assignment**

**Do they immediately assign you, then, to a ship?**

Well, I was sent immediately to Charleston to pick up a boat – the Alexander Hamilton. Actually I was sent to Charleston to wait for a boat. I was down there for about three months, I think, before a billet opened. And they were just pulling out – they were ready to go to Rota, Spain, and sent me orders to get on the boat; that I had to be there by 1500 that day. And we were under way. So I got all my shots and everything onboard the boat. And that was something – all those overseas shots in a matter of 72 hours.

**And the guys giving you the shots, did they go back to port then?**

No. They stayed onboard.

**How long did it take you to get to Spain?**

We went on patrol – we didn't go right to Spain. We went on patrol in the northern Atlantic. It was a normal – about a sixty day – cruise. But we had been underway maybe about two weeks and we cut our communications wire. In those days – I don't know how they communicate now – but they had a long wire trailing behind the boat. And when you go up to about 100' that trailing wire floats on the surface and you communicate with the shore.

It was just really rough. We were taking 10° rolls at 600'.

**At 600'? Holy cow!**

And usually at 600' there's nothing. So we lost communications. And because I had no specialty, even though I went to electronics school, I hadn't gone to nuclear power school. So I couldn't be a navET – which is a navigational ET – and I couldn't be a nuke ET. So I was a planesman. So at two months out I was on the planes.

**The planes on the sub?**

Yes.

**So driving the boat! Very good.**

But I couldn't be a mess cook because I was already an E4.

**And you had to be a lower rank.**

Yes – seaman or below.

**Was the Alexander Hamilton a nuclear ship?**

Yes.

**How many did they have at that time? There were only about three or four or something like that?**

I don't even know. There were several fast attack boats and a few boomers. I don't really know how many there were.

**A boomer being ...**

Fleet ballistic missile. They were called boomers. And because the fact we had lost communications no one really knew what was happening. And unfortunately I had just finished the book by Nevil Shute – *On The Beach*. I don't know if you've read it, but it made an impression on me! Because we had no communications I wondered if we were the only ones left. And after voicing that opinion several times to the captain, he said, "Well, we're going to come to periscope depth tonight. You can have periscope liberty." Which means we were close enough to shore that we could see lights at night. And so we went to periscope depth and I felt better because I could see lights and cars driving around.

But I wasn't alone! There were quite a number of people getting uncomfortable at having no communications.

### **Returning to the States; Additional Schooling**

**So you got to Spain eventually?**

We got to Spain – to Rota. That was home base. And we left the sub there and flew home.

I went on one more patrol out of Charleston. Then I got orders to go to nuclear power school. That was in Maryland. I went through the basics – can't think of the name of the town; just outside of Havre de Grace. But that was ... [six] months.

**The nuclear school was three months.**

That was the basics. And after ... [six] months of basics you went to the advanced school, and that was in Windsor Locks, Connecticut. And it all was about a year – six months basic and six months advanced.

**Wow. So you got some pretty thorough schooling in the ways of nuclear power as well as the ways to apply it to the submarine.**

Much more so than the submarine school. The submarine school is basically teaching you the systems, but not in detail – you learn that on the boat. Nuclear power is just like going back to college.

They often stated that the graduates from nuclear power school were among the top 1% of the 1%. We washed out lots of guys; lots of guys.

**I asked Doug Huffman, who was in the same system, how many people started and how many were left. He said he didn't know – he was too busy studying! I'd assume there must have been a lot of guys dropped.**

I think there were about 18% that got through, but I just don't remember. I know an awful lot of my friends didn't make it. That was pretty common.

**Was it a matter of being tested – paperwork testing?**

Yes. Honestly, it was just like being back at school, except it was a lot more difficult. It was shoved at you much faster. And we partied a lot, unfortunately!

**Just in case you lose connection again!**

I don't recall how far along we were, but I was called into the commander's office. He said, "How do you think you're doing in school?" I said, "Well, okay. I'm going to make it." He said, "Well, I don't know if you will or not. You've been spending an awful lot of time at the White Hat Club." I asked, "How do you know that?" He said, "We have cameras. We see you going in and out of there quite often." And this was in basic school. This wasn't even in the advanced yet. But I said I would make it and not to worry about me. But when I went back I thought, "Hmm. Maybe I won't make it." I wasn't doing that well. But after that I buckled down and made it.

**A word to the wise, in other words.**

A word to the wise. Yes.

**What are the subjects that you learned in that school?**

Calculus, chemistry, trig – heavy duty. And nuke power – the basic sub nuclear power. Mechanical engineering subjects. It covered the gamut. Fluid dynamics was also a big one – learning how the sub reacts in water and how the sub can be out basically forever from a water and oxygen standpoint. They make the oxygen from the sea water. And fresh water also is a side effect from that.

I was also on a diesel power boat later. If you're the first one out of the rack in the morning you can wash your face. But after that you don't want to! Because you get one bowl of water a day. It's not too pleasant.

**So you were in nuclear school, basic and advanced, for about a year. That brings you up to the beginning of 1965 or thereabout?**

Yes, it must have been.

**And then what happened?**

Well, our graduating class – when we finished – they were overbooked. They had way too many nukes. So a bunch of us got to go to surface craft. That made us real happy!

### **So you wouldn't be so quick to raise your hand again for sub school!**

Sure. I still liked submarines. At the end of it I got qualified in subs on the Alexander Hamilton. So I had my dolphins. And I received my sub pay through school. And they gave me orders to the USS English out of Mayport, Florida. It was a very old tin can – World War II. It was a reserve trainer that every two weeks we got half a crew.

When I reported aboard I had my request for transfer already filled out! That wasn't the right thing to do.

### **They kept you there as a result.**

Not long – I was there for eight months. But during that time I had a few problems.

When I reported aboard I had gone to electronics school, so I was an ET. I had never worked on anything. I had gone from school to school to school, to a destroyer. And I was responsible for radar ... [and] radio communications equipment. When I reported onboard there was a chief, first class, a third class, a seaman and me. Within a matter of weeks the chief who had transferred over from a cook – he had changed his MOS – he, the first class, got transferred. The third class got transferred and the seaman was getting out. So it was left to me. I had the whole thing, and I didn't know anything. I just felt like a complete fool.

I guess about the second week there a sonar man was getting out. He wanted to party in St. Augustine. I said, "Sure, I'll go to St. Augustine." On the way back he showed me a shortcut, which is kind of through the swamps. All of a sudden I had a blowout. He was ripped – he was really not much help. And when I got out of the car, took out the spare, walked to the left where the left back tire was flat. And he said, no, the flat's over here. We had three flats! We had run over some nails or something – I don't know what it was. Obviously you can't change three tires. And we're out in the middle of the swamps in Florida. And all I could hear were these bull alligators. And it was pitch black. We decided we had to go somewhere to find a phone – we didn't have cell phones and all that. As you walked along you could feel the hump in the road and kind of the grass – and that's it!

We finally got to a house, banged on the door and got them to open up. We called a wrecker. He came out. But long-story-short, I missed roll call the next morning. So I got put on report; I had a captain's mast right off the bat for missing ship movement. So that was a good start!

### **No excuses?**

I wasn't there. It didn't matter. I wasn't there.  
So that was the start of a long eight months.

### **Did you ever leave port?**

Oh, yeah. We were on the go all the time. We'd bring a reserve crew aboard, we'd shove off.

**How big was the reserve crew?**

It was half. It was supposed to make up half, which I would guess was sixty guys. It was basically a two-week vacation for those guys. They'd report aboard, take their blanket and go back to the fantail and that's where they'd stay.

**Were you supposed to be training them?**

Yes.

**Did they react – I mean were they ...**

Some. A few knew what they were doing, but so few – so few.

**And there was no way to discipline them or anything?**

I just basically told them to get the hell out. Because they were always doing things they shouldn't be doing. I learned pretty quickly how to eliminate the ones who won't pay attention.

There was a metal can on my workbench that said "do not touch." And I had a charged capacitor in it. So if they picked it up they got a big shock. And I knew who to get out. You could pick them out real quick! And some of them didn't do anything at all. It was a waste of time.

**So after eight months of doing that ... How often did they recycle them?**

Every two weeks.

**And they came from various ships?**

... [No], from all over the country. [They were reserves, not active duty.]

**So a training session for a refresher and that was it. So after eight months of doing that ...**

Then I got orders to go to San Diego to pick up ...

**Now you enlisted in 1962?**

Yes.

**So you're coming up on the third year of your enlistment.**

Yes. And I'd been to boot camp, electronics school, sub school, Alexander Hamilton, nuclear power school – two locations – the English out of Mayport, Florida, the tin can. Then I went to San Diego to pick up the USS Menhaden.

### **Now what kind of ship was that?**

That's a diesel powered sub. And we went on what they classified as a good-will tour. We went to ports that had not been visited since World War II. Exactly why, I don't know. I think it was all a farce. We spent probably two months, maybe three months, plotting radar sites off the coast of China, in the China Sea. And we picked up a bunch of South Koreans in Korea, in South Korea. They were Marines, and they were on their way to Vietnam. So they came aboard.

### **We're getting into the early Vietnam period.**

Yes.

And they came aboard. I think there were a dozen of them. A diesel powered boat is real tight. We didn't hot-bunk, but every bunk was full. So these guys – it was a two or three day trip – and we rotated bunks with them.

They were crazy. They were trading belt buckles for our dolphins. They're going into combat! I mean, what were they going to do to keep their pants up! None could speak any English at all, but they were all just loony. They were funny, they were upbeat. And we got off the coast of Vietnam, dropped over three or four inflatable's, waved good-bye ... and they were gone.

### **Did you ever find out if they made it?**

No. It was just a strange experience. I often thought about them. It was the middle of the night, of course. We were close. I know it was not very far from shore. But could you imagine – going in the middle of the night, you really don't know where you are – especially in those days. There were no satellite communications or anything.

### **How many of them were there?**

I think there were a dozen – something like that.

### **That must have been an adventure.**

It was an adventure.

### **So you're off the coast of Vietnam then. Then what happened?**

We were in Hong Kong, Taiwan – two ports in Taiwan; Guam, Hawaii, Japan. We were out of Japan – that was our home base for about ten months, out of Yokosuka. We went to three different ports in Japan – just in and out.

### **I've got a grandson in the Marines who is in Okinawa right now.**

We went to Okinawa, also; Midway, Wake. We hit them all. Why, I don't know. But we didn't go to the Philippines. Everybody who had made that tour, they all stopped in the

Philippines. There were a lot of stories, and we thought it'd be a good place to go, but we didn't go there.

**They heard about you! So that took how long, then?**

That was ten months to a year. It was a pretty lengthy cruise. We got back to San Diego. I had only been there for a matter of weeks – three or four weeks, maybe – and I got orders to go back to Hawaii, to the Tecumseh, which was a bummer.

**It was in Pearl Harbor?**

Well, it was out of Guam, but home base was Hawaii. So every three months we'd go on a patrol and then fly back to Honolulu to spend three months there and back out.

**When you were in Honolulu where did you stay?**

The first time I stayed on Ford Island – when I first got there – and discovered that's not fun. So I got an apartment. It seems to me like we had eight or ten guys in this two bedroom apartment! But we were never there, but one time for one day – everybody. And everybody slept on the floor and everywhere else. Most of the time they had other places – the other guys. It was three different boats and we were just never in port together, except for that one very brief period. And there was one period where I had the whole thing to myself. But that was only for a few days. We just rotated in and out.

**That was in .....**

That would have been in 1967 and 1968.

**So did you get back into the Vietnam area again?**

No. That was my entire war experience. They always make a point of saying anytime we close that hatch we're at war. And with submarines that's just pretty much the way it is.

**So you were on the Tecumseh.**

For two patrols. And I was stationed there for probably two months before my first – a year and something.

**Now the food aboard a submarine is really good.**

Yeah.

**They really take good care of you.**

Yes. Every Sunday we had steak and lobster – every Sunday.

**That makes the indoors more tolerable anyway, doesn't it.**

Yes. And they were very selective so there were very few problems between guys. It seemed that the only time there was a problem was if there was communication from home that upset somebody.

The only time I ever saw anybody really go off the deep end, someone got a family-gram. This family-gram got through that shouldn't have. It was this guy's wife asking for a divorce. That never happens at sea. I mean, it can't. And he just went nuts. He had to be sedated and locked up.

**Did they have a brig on board?**

No, not really. He was in the medical quarters. It wasn't really a lock-up. But he was strapped down for a little bit, but not much.

**Are there about a hundred guys on a sub?**

Yes – about a hundred enlisted and probably 12 commissioned; something like that.

**My one daughter's father-in-law was in submarines. He was in thirty years or something like that, going back to the end of World War II and going all the way up to 1975 or 1980 – sometime through there. I never did get to talk to him about it. He was a smoker and died of lung cancer shortly after... [she] got married. I had a roommate in college who had been in the Navy. And he smoked Camels, which a lot of Navy guys did. And he would wake up about 2:00 in the morning, light up a cigarette, have a few puffs, put it out and go back to sleep. I couldn't understand that.**

Before I went off to college – the summer before – I worked as a custom cutter in Kansas. We were cutting wheat. So we went down to Texas and worked north as the crop matured. The guy who owned the crew was like that. He hacked and coughed, and he was just a mess. The first thing he would do – we'd wake up at 5:00 in the morning and he'd light up a cigarette and hack and cough. And you'd think, what the hell is wrong with this guy! So many did.

I smoked for 30 years or better.

**I smoked the long, red Pall Malls. One morning I started coughing and hit my head on the mirror. And I thought – this may be a sign!**

With me I don't know what caused it, but it was my fiftieth birthday. We were out to dinner with some friends and were sitting at the bar waiting for a table. I'd just bought a pack of cigarettes, lit one up, and it was just like somebody turned off a switch. I took the pack out of my pocket, rumbled it up and put it on the bar. My friend said, "What are you doing?" And I said, "I just quit smoking." "Yeah, right" he said, "this will last." And that was my last one.

**That's a miracle story, because nobody does that.**

I think it was the smell of the bar. My kids were in high school at that point, I think. I can't remember exactly where they were, but they were constantly complaining about it. Every night I'd come home from work. I couldn't smoke in the office, so I'd come home, go out into our four-seasons room and have a smoke, and that was it. And I thought if I could have one cigarette a day, why am I smoking at all. When I drank I would smoke.

**A lot of guys smoke because they had to have a cup of coffee to pass the time away. And they had to have a cigarette with the coffee. I quit smoking for Lent – Ash Wednesday of 1963. And my normal routine was to light up on Easter Sunday. So I always had my pack of cigarettes in my lap ready to go. And my father-in-law said, “You know, you’re really a damn fool.” I said, “What do you mean?” He said, “You’ve given it up for forty days and now you’re going to light up?” I said, “You know? You’re right!” And I put the pack away and I never had another cigarette. And he died of lung cancer because he smoked! I always thought that was really ironic. And Dorothy, who continued to smoke after I quit – which was a bear, because I kept thinking she was having fun – but the kids finally hounded her into it. Normally the kids have to sneak out of the house to have a cigarette. Dorothy had to sneak out!**

You wonder: Why, why do they keep doing it.

### **Discharge and Return to Civilian Life**

**So how long were you in for?**

Six years.

**And you got out in?**

October of 1968.

**Where? In San Diego, also?**

I was discharged in San Francisco at Yerba Buena – where I went to ET school.

**Full circle.**

And while I was in Hawaii, that's where I met Julie.

**What was she doing there?**

She and ... [a] friend from here on the Island had gone to Milwaukee. They were working down there. And each of their brothers, every semester, would come to them and say, “Hey, sis, would you mind loaning enough money for my tuition?” And they'd never pay them back. So they said, enough of that. We're just going to tell them we're going on a trip this time. So they went to Hawaii.

Joann Jensen – Emil Jensen’s sister – she married a submariner. He was a lifer – they live in Charleston, still.

I left on patrol in about July or August and she came home. We only knew each other for maybe a month.

**She was just on vacation there?**

No. They went over to possibly work, if they could get work. They saved their money to return, but they said if they got a job they’d stay. And they each got a job and stayed for a while...

**So her job only lasted a certain length of time and she went home?**

Yes, I think she just got tired of it. She was working at Penney’s – the department store in Honolulu. So I think she just got tired of it and came back.

**And you’d never heard of Washington Island prior to that.**

No.

And I got discharged in October, after she had left in August or July. I got out and stayed home long enough in Kansas to attend my cousin’s wedding. And then I came back to Wisconsin just to see what was going on.

**Talk to Jay a little bit more.**

Yes. And I never left!

**When did you get married?**

We got married in 1969. I came back in November of ’68 and got an apartment in Milwaukee, then started working as a tool and die apprentice, knowing I was going to go to school but not when. I was under the impression from the propaganda in the Navy that I was so smart I could go to any college and tell them I was a graduate of the Navy nuclear power school, and they’d welcome me with open arms. So I went to UWM and they said, “What’s nuclear power school?” And I thought, uh-oh, I’ve got a problem.

They asked if I’d ever been to college, and I said yes, for one year. They said they needed my transcript. I said that maybe wouldn’t be a good thing. And they said they had to have it in order to admit ... [me].

So I got to take basic math. It was just like starting over. The only thing I got credit for was salesmanship – the course I took in Kansas. Nothing [else] I had taken – trig, chemistry ...

**That was in the Navy?**

No, that was in my year at school.

**So you got a third try at trigonometry.**

I did! Trig was okay – I didn't have a problem with that. But calculus and chemistry, those were tough.

**I remember my trigonometry teacher in high school – I just couldn't get it. He asked me a question, I'd give him an answer, look up and he wasn't there. He simply sat down and the floor and said, "Oh, my God!"**

It was so bad!

Well, I got to take chemistry three times. I took it first in college. I took it in nuclear power school. Then I got to take it ... [again during my engineering education].

**I took chemistry in high school. That was at a time when they still only had 92 elements. Now it's up to 120 or something.**

I think we had 108.

**So after you got out, then, you went to school. You went to UWM and got a degree.**

In engineering.

**And then what?**

Then, my first job was in Pennsylvania. That was for Leeds&Northrup. They folded.

**They were absorbed, weren't they?**

I don't know what happened to them. I was only there for about ten months.

There was a new company being formed in New Jersey, and that really sounded intriguing to me. The purpose of the controls they were selling was to deter your electrical consumption – like electric water heating and anything that was not critical – they would do that during off-peak hours. So it saved power, it saved money – well in the future. And it really took off.

**What was the name of the company?**

It was DLCC – ... [Demand Limit] Control Corporation.

First I did site surveys. I'd go to the high-rise buildings in Atlantic City and determine how much they could save and all that. Then I'd go back and design the equipment, then go back and install it. So it was doing everything.

**You got the whole thing.**

And I really liked doing it.

**What kind of equipment was it?**

It was electronic controls.

**Johnson Controls does that, and Honeywell, as well. Those are your competitors.**

Yes, but they weren't doing that. We were in the forefront. We had four employees. When we first started it was tough – they had no money. I don't remember what my salary was, but it wasn't good.

**Plus you were doing pioneering work. You had to do a lot of salesmanship just to get in there.**

Yes. Mostly in Atlantic City and Philadelphia – it was mostly old, Jewish building owners. And they are tough! If you can't show them right up front, they don't want it. We kept having to just say it was brand new, we knew it would save them money, and etc.

We were doing well. When we first started it was very difficult.

**What would a system cost?**

It was basically, we would install the package and take a percentage of the savings. So it's real tough to say what it really cost.

**So the guy really had no down-side then.**

Yes. They didn't lose a thing.

So we were really starting to make some headway. And one Friday, after we'd landed some pretty good orders, we came in and were told that the company was folding. The guy who had the patent, his name was Donald L. Carrington, which is where the DLC came from originally, but it became ...[Demand Limit] Control Corporation, didn't know that the guy who was helping fund, who had other people helping, he had been banking sales that hadn't occurred. He had been borrowing on sales that hadn't occurred. How he stayed [out] of jail, I don't know. But we all lost our jobs.

**Too bad you couldn't take the idea and go elsewhere.**

Well, Donald Carrington did. He went to Florida. What he did, I don't know. If he continued, I don't know. But he was also in the midst of a divorce.

**All the complications of life.**

**Lasting Impressions of Military Service**

**Chuck, what did you draw out of the military service? Did you feel there was a change after you went in and came out?**

I grew up. More than anything, I grew up. It was such a terrible reception that we were getting when we got out at that point – we were all baby killers – and while I was in school these war-detractors were coming into our classes and interrupting.

In fact, I had one chemistry class, the only guy who could actually explain to me what chemistry was all about and I was finally getting it, they came in during one of the classes. And it was an auditorium. They came roaring in and he had a heart attack right there on the stage. He was paralyzed and all kinds of things.

**Dave Miller had the same kinds of experiences when he came out. I think he was there at the fall of Saigon. He said he came back kind of proud of what he did, and these people were ...**

Yes. You didn't even want to admit that you'd been in the service. It wasn't easy. But to be so ostracized was not an easy thing.

**It was so upside down from what it is now.**

Oh, my God, yes. It's so different. But even now, when there are so many guys coming back. You have bad thoughts. I didn't have any because I wasn't at war in that sense – I didn't see the terrible things they've seen. But there are so many suicides. What is with that? I just don't understand that.

**I don't either. When I was in there was no such thing as post traumatic stress disorder. If there was any actual aftermath of the war experience, they dosed you up and sent you to the hospital and gave you a Section 8 or something. Now it's altogether different. I've got a grandson who just got out of the Marines. He was in Afghanistan and he's still pulling shrapnel out of his rear end. But it's a whole different attitude. And even though he's having some problems, they are giving him a partial disability. And you'd never know he wasn't anything more than a high school or college graduate. But they've been very good to him. And they're really taken much better care of.**

**Well, I shouldn't keep you any longer, Chuck. I really appreciate what you've given us here, and we'll conclude here with the interview and I thank you for your time.**

**Chuck is going to add a little message here that we forgot to highlight, and that was his experience as a nuclear operator.**

After having gone through all of those schools I thought I should mention that I did become a qualified reactor operator, just before I got out – finally.

**Did you ever meet Rickover?**

I didn't meet him. But I was on a boat – the Alexander Hamilton – when he came aboard I was on shore. ... While we were in Rota, Spain he came aboard but I never met him.

**I know Doug Huffman said that he was there when Rickover, himself, was guiding the guy who was holding the oars, pins or paddles – whatever it is – the control rods. But he said he melded into the background so Rickover wouldn't see him!**

And speaking of that, one of the things, after this is over, I want to ask you about – how do I get my records.

... During my next to last patrol I was qualifying as a reactor operator. And what they always do is a partial scram – they shut down some stuff and things happen. And during that partial scram something happened and we had a full scram, which is disastrous. You never want to do a full scram at sea. So we did ... [do] a full recovery – which was my responsibility. We got the whole thing back up. And that's ... very long, complicated seven or eight hours to get it back up. And I would like to know what my records show. Because the old man was saying it must have been my mistake. The engineering watch officer said ... [I] followed procedures to the step – everything was right. But I'd just like to know what's in my records. Because I know he wasn't happy about that.

**And that's a long time for recovery. You have to do things in sequence.**

You must be in sequence. You must shut down in order and you must bring them back in order.

In a partial scram – that's when three rods are ... [inserted] – it shuts things down, but you still have reactions occurring. When you have full scram all 21 rods go in and you're dead in the water. You've got no power. You're working on battery. And you only have one chance to get it right, or you've got to surface. And when you're in a nuclear powered sub you do not surface. Period.

**That's the whole idea of having nuclear power.**

Yes. That would probably be a court-martial for somebody if you had to surface. That was one of the experiences that decided me ...

**You had to bring everything up underwater – you were down a couple of hundred feet or something like that.**

Yes. And that was one of the reasons I got out. That was traumatic speaking of PTSD.

**Well, thanks, Chuck. And now we will conclude this.**