

Wisconsin Veterans Museum  
Research Center

Transcript of an  
Oral History Interview with  
RYAN C. LAWRENCE  
Fire Control, Navy, World War II.

1995

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**Lawrence, Ryan C.**, (1919-2004). Oral History Interview, 1995.

User Copy: 1 sound cassette (ca. 43 min.), analog, 1 7/8 ips, mono.

Master Copy: 1 sound cassette (ca. 43 min.), analog, 1 7/8 ips, mono.

Transcript: 0.1 linear ft. (1 folder).

**Abstract:**

Ryan “Bud” Lawrence, a Lodi, Wisconsin native, discusses his experiences in the Navy as a fire controlman aboard the USS Mullany during World War II. Lawrence talks about trying to enlist in the Air Force but being deferred due to his employment at Gisholt. After being drafted, he recalls saying goodbye to his wife and son before leaving for basic training. Lawrence discusses choosing the Navy, going through boot camp at Farragut Naval Training Station (Idaho), having dental work done there, and assignment to fire control school in Seattle. Assigned to the USS Mullany (DD-528), he portrays the ship and describes his duty using a Mark 51 director to aim naval guns. Lawrence details the ship’s participation in the Battle of Iwo Jima and having a front-row seat while watching the Marines invade the island. He talks about escorting a convoy to Okinawa, getting in trouble for opening fire on an “airplane” that turned out to be just smoke, and watching the radar for incoming Japanese planes while on picket duty. Lawrence describes being hit by a kamikaze airplane: the destruction and explosions, operating guns without radar, and receiving the order to abandon ship. He talks about supporting a wounded sailor in the water, concern about sharks, getting rescued by another ship, and being given brandy in the sick bay. After the fires aboard the Mullany were under control, Lawrence tells of returning to his ship and limping to Hawaii for repairs. He touches on having a 30-day survivor leave while the ship had new equipment installed and hearing about the surrender of Japan while on a shake-down cruise. He mentions his positive opinion of the atomic bomb being dropped, talks about his homecoming to Madison, and addresses his career in sales.

**Biographical Sketch:**

Lawrence (1919-2004) served in the Pacific theater of World War II aboard a destroyer. Born in Beloit (Wisconsin), he grew up in Lodi (Wisconsin) and was working in Madison when he was drafted in 1944. He eventually settled in Madison.

Interviewed by Mark Van Ells, 1995

Transcribed by Joanna D. Glen, ca. 1996

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**Transcribed Interview:**

Mark: Today's date is July 25, 1995. This is Mark Van Ells, archivist, Wisconsin Veterans Museum, doing an oral history interview this morning with Mr. Lawrence "Bud" Ryan, a native of Madison and a veteran of the U.S. Navy in the Pacific in World War II. Good morning. Thanks for coming in. I appreciate your stopping in this morning.

Bud: Mm hmm.

Mark: I suppose we can start by having you tell me a little bit about your background, where you were born and raised, and what you were doing prior to the attack on Pearl Harbor in 1941.

Bud: Well, you want my history, do you?

Mark: Just a thumb-nail sketch. What you were doing before the war.

Bud: Well, I was raised in Lodi, and where I was at the time of the attack on Pearl Harbor? It happened to be on a Sunday, I guess, and I was just downtown. Went down to the filling station and heard about it on the radio and so forth. We were of course all excited about it.

Mark: At that time you were about 21 or 22, if I'm doing my math correctly.

Bud: No, I was a little older than that. Let's see. That was 1941. I was born in 1919, so I guess I was about—

Mark: You were in your early 20s. I'm wondering, when you first heard of the attack, did you think that it was going to impact on your life? Did you think, like, "I'm going to get drafted," or did you think that it wouldn't impact on your life? I'm wondering what you thought it had in store for you.

Bud: Really, I didn't give it too much serious thought.

Mark: I see. So you entered the service, then, in what year did you enter the service?

Bud: May of 1944.

Mark: '44.

Bud: Yeah, '44.

Mark: You were conscripted.

Bud: Yes. I happened to be working at Gisholt at the time, and previous to this I had always had a desire—maybe I'd like to fly. So I had gone to Milwaukee and took the physical and mental exams and passed everything. I was married at the time and, well, we had a boy that had a bad attack of asthma constantly, so I got deferred from that. I just kept working. Like I say, I was working at Gisholt. We had moved to Madison. I'm trying to pick up these things as I go along.

Mark: Sure, that's fine.

Bud: Went on for—I can't tell you how long it went on, but, anyway, he seemed to be improving. And there again I went through the same process, went down to Milwaukee and passed everything, physical and mental exams and everything and was accepted. I went to the what we called "the flying cadets" at that time. But my draft board would not release me.

Mark: Because...?

Bud: They said my occupation was too essential to the war effort.

Mark: At Gisholt.

Bud: I'd been there a couple of years. Shortly after that, after they turned me down, I got a notice in the mail that I was going to be drafted. They changed my status because they needed more people. They were after us.

Mark: Because they needed more troops. So, if you would describe for me your entry into the military. Where did you go? Where did you report?

Bud: Well, first of all we went to Milwaukee to go through our physical. I passed everything, and then I was accepted, and then I had the option of the Army or Navy, and I chose the Navy.

Mark: And you chose the Navy. Why is that?

Bud: Well, I don't know. Rather than be in the Army and be stuck somewhere, at least in the Navy I had a place to eat and sleep, which wasn't always true in the Army. My notice came through to me for when to report and so forth. Went on a bus and ended up in Farragut, Idaho, for our basic training. There were a total, I think, of about 26 of us from the Madison area that went out. We got on a train. It was two days and three nights to get out there. Quite a long ride.

Mark: What sort of training did you do? How long did it last? Did you do marching around? Did you fire weapons?

Bud: Eight weeks of basic training in Farragut, Idaho, and we did the normal things, you know, you get yourself in physical shape.

Mark: Calisthenics and everything?

Bud: Oh, yeah, everything. I tell you I was in real good shape. I wish I was in that condition today! Man, you could have hit me in the stomach and I wouldn't have felt it. We did a lot of marching, drilling, you know. What they called the grinder. You go down this thing, and there were some guys from Madison, especially one guy. He was always getting in trouble all the time.

Mark: Just like slacking off?

Bud: Yeah, and the guy was after him all the time.

Mark: What was the discipline like? I went to basic training, and I remember a lot of the screaming and yelling and four letter words. Was it the same for you, and how did you adjust to military discipline?

Bud: They were pretty strict. In our particular barracks that we had, they had what they called the smoking pit out there. You could smoke up to a certain time and go there and sit and smoke and chat and comment that we kind of wish we were home and so forth. Let's see, there were 26 of us. I remember that, because when it came time to—after we graduated from there, then we were all going to be able to come home on leave together before we went off to our assignments. Well, it got down to about two days before, and I knew I had to have a lot of dental work done, and nothing had been done, so I some way or another got to the right people and they said, "Well, come in the next day." I went in there, and they drilled and drilled and drilled, and these guys of course were—I don't know what you'd call them—they were telling jokes and everything all the time they were drilling at our teeth. Finally, they kicked me out of the chair. They drilled out 16 of my teeth. They said, "Well, you can go eat. You can go have chow now, and then come back this afternoon and we'll fill them all up." I don't know how they expected me to eat chow with 16 holes in my mouth. Anyway, I went back in and they filled them all up, and the next day we were out.

Mark: Back to Madison.

Bud: Back to Madison for our basic training.

Mark: I'm kind of curious about your basic training. What sort of guys were going into the Navy at the time?

Bud: Guys from all walks of life, really.

Mark: Different parts of the country?

Bud: Yeah.

Mark: Were there many guys like you who had a wife and child? Or, were there a lot of young guys? Were you a little older than most or fairly typical?

Bud: Typical of most of them. I had one of my close friends that we had been going out with, associating with, right here in town, and we had arranged for an apartment over on East Johnson Street, 1046 East Johnson, and our wives went in there to live together while we were gone. I'll never forget that morning, leaving there. Four o'clock in the morning I had to leave and go over and say good-bye to my little son that was lying there and my wife. And then you took off and didn't know where you were going. And that's when we went to, I think, we went down to Great Lakes, and then were transferred there to Farragut. It was a pretty hectic situation.

Mark: I'm sure it was.

Bud: So anyway, we were together and this guy—he had had some training in the Reserves. They made him what they called Recruit CPO [Chief Petty Officer], so he was the guy that kept our company—we were Company 618. We really—it was strict. No getting around it. It was strict! You had to make your beds so that coins popped off of them and everything. There were guys assigned to leave or to watch duty 24 hours a day. Boy, I can remember going out there and going down the end of a pier or something and marching back and forth. You go to the end and then you turn around and go back to the other end, back and forth. You do that for four hours at a crack, you know.

Mark: Pretty monotonous, I'm sure.

Bud: Monotonous—it was terrible! Of course, we couldn't wait until the train came and we could get out of there. But, there were guys—I remember one guy down in Rutland who was an executive with an insurance company here in town, and I noticed in the paper just the other day where his brother had passed away and it listed him—I think he's down in Florida living, retired, so some of them have done all right. The guy that was my Recruit CPO passed away. Then we got Happy—we called the man Happy Woolover. He ran the heating and air conditioning thing here in town. I see him once in a while. So you do run across these guys occasionally. One guy that I played golf with the other day—Cletus Casey—he was in that group. Once in a while you run across somebody that you were with.

Mark: After basic training you went home. And then what happened?

Bud: You eventually got overseas somewhere, if you'd just trace the steps. Yeah, then we went to Shoemaker, California, I think, the big base there.

Mark: That's a big training station or something.

Bud: Yeah, and then it's a embarkation point where they assign the people. Of course, I had graduated—wait a minute! I gotta back this up a little bit. I went to Seattle, Washington, and I went through school up there for Fire Control School. Now people confuse fire control—fire control is not controlling fires aboard ship or anything. We are the technicians, the range finders, the radar and so forth.

Mark: For the guns.

Bud: Yeah, that division. That was a 16-week thing that we were up there.

Mark: What sort of training did that involve? I mean, did you get to shoot the guns?

Bud: No.

Mark: Just a lot of classroom?

Bud: Just a lot of classroom stuff and the technical part of everything, the radar and so forth.

Mark: Which was new at the time.

Bud: Oh, it was great!

Mark: That lasted how many weeks did you say?

Bud: Sixteen weeks I was there.

Mark: That's a long time.

Bud: I was fortunate that this school was in Seattle and the last six weeks that I was out there I had my wife come out. I got out of school. Every other night I would get out. So I could get out and be with her. We stayed on what they called Capitol Hill, which is right up in the University District there. She had never been a waitress in her life but she got a job at a little neighborhood restaurant there, and on my night off I'd go up there, and we'd eat. And she'd get her meals for nothing and I'd get mine for half-price, so it was pretty good [laughs].

Mark: Not a bad arrangement.

Bud: Not a bad arrangement. Then we graduated from there, and then we came home, and then went back and had to wait for assignment. There were only two of us out of the whole bunch that were selected as fire-control men. Of course, you wait and wait and wait for assignment. This is a long, drawn out thing. You sit there and you sit there day after day. I remember there were two of us. During the day, we were assigned the job of going over to the barber shop and sweeping the hair off the floor.

Mark: Just some little things to keep you busy.

Bud: Oh, it was crazy. We had to do that two or three times a day. Finally, I was getting disgusted sitting around there, so I tried to get into what I called the engineering part of it. I figured with my Gisholt [experience], maybe I could get into that part of it. They checked my record and said, "No, never. You're not going to get into that. You are a fire-control man, which is a technician." From there we came home on a leave again. Then we had to go back and we were awaiting assignment for a ship.

Mark: You eventually got one, of course.

Bud: I got one.

Mark: The Mullany?

Bud: The Mullany.

Mark: It's a DD-528?

Bud: A DD-528, yup!

Mark: I don't know. I know "BB" is battleship and "CV" is aircraft carrier, but—

Bud: It's a destroyer.

Mark: This is where my ignorance of the Navy comes in.

Bud: That's understandable.

Mark: If you would, I want to know a little about the ship. How big was it? How many guns were there? Where was your battle station on the ship?

Bud: The ship was 300 and some feet long. There probably were over 300 of us aboard that ship, and it's a scrappy ship. It's not just one that you sail around on out there. We would escort convoy troops, and I can remember a couple of times when we were out there and we were escorting ships to certain places, and we



would detect a submarine or something and we'd throw our depth charges over, and I can remember those things going off. Man, when they went off they shook the whole ship! We had stopped at Pearl Harbor on the way, and, I say, I was in and out of Pearl Harbor seven times. You'd get to go ashore for maybe one day or something like that. You always had to be back by six o'clock back aboard ship. Then we were given our assignment, which was to go to Iwo Jima, unbeknown to any of us.

Mark: That was your first major assignment?

Bud: That was our first major assignment, yeah.

Mark: Why don't you tell me a little bit about your involvement in that battle. You left from Pearl Harbor and went there, and what was the mission of your ship and what was your specific role?

Bud: We were there three days ahead of time of the invasion, and we would go up and down the shore, especially at night. We would go up and down the shore and throw salvos over there to prevent the Japs from trying to correct anything that we had knocked out during the day with the bigger guns.

Mark: So, it's kind of harassing fire, then.

Bud: Harassing, yes. Our biggest was a five-inch mount and we had five of those aboard, two in front and three in the rear. And we had 40-millimeters and we had 20-millimeters. My assignment and general quarters was a little platform around the stack up there—one on each side of the stack. The stack is where—I was on a Mark 51 director and had an officer there with me. This Mark 51 director was hooked up to the 20-millimeter down on the lower deck, and wherever I would move that director, that gun would follow.

Mark: I see, and so the officer would give you coordinates or something?

Bud: Really, I don't know what he was there for [laughs]. Just to hang around. We both had phones on. There were times, let's say we were three days before the initial landing on Iwo Jima, and, as we were up there at night, I was up on the main deck up there with the captain of the ship. And I was on the phone with the mounts and we would fire into the shore and he'd tell me, "Come a little to the right," or "A little to the left." And then I was guiding and telling the guns what to do. We were sitting ducks out there when I stop to think about it 'cause they could have picked us off like crazy.

Mark: Did you get much incoming fire from the island?

Bud: Didn't get any.

Mark: Didn't get any at all.

Bud: Of course, on the main day of the invasion on Iwo Jima that was quite an experience, because they put flags on the shore (I don't know how they got them there), but the Marines were supposed to come in and land between these two flags. We were stationed a thousand yards off shore right in between—right in the middle of those flags. The Marines were coming off the ships, out from us. And they would come in on their boats and go around us and you'd wave at them as they were going by and, of course, they were all painted up with camouflage. That's originally how this story came about with me with this Okinawa thing, because I read that in the paper here. A guy had interviewed a lady that was out there, and I read that and I thought, "Boy, if he wants a real story about Iwo Jima I could have told him one," because I sat there a thousand yards off shore and by the middle of the afternoon, we were off full-general quarters. We were on half-general quarters. In other words, half of the crew was released. I forget the exact term they used on that. I was up in the bow of our ship and I watched that whole operation. That was really something. They would—the Japs, of course, were over on the other side of that, and they would throw these things over and they would hit our Marines. And they'd fly like you put a fire cracker in a box of matches or something, and a toothpick, and they'd fly. Then our planes were coming in over our ship, and they were diving in and throwing these rockets in there trying to knock these guys out. After our guys hit the beach and they started going up the hill—boy! That was some sight to see! As I say, I had a front row seat to the whole thing. It took them all afternoon. They were using flame throwers and everything up there trying to knock these guys out of these bunkers or whatever you call them. It was quite a thing! Then we got orders to go and pick up a hospital ship that was on the way from down the line. We set off full-steam to go and pick up this hospital ship, and we met it and we turned around and escorted it back. By the time we got back the flag was up.

Mark: The battle there lasted a few days. Did your ship stay at Iwo Jima a few days?

Bud: You know, there's a few little incidents there that I can't quite pick up [such as] how long we were there.

Mark: Go back to Hawaii.

Bud: No, no. Then we got our orders again to get out of there and picked up some other ships and had to convoy these up towards Okinawa, which was tedious.

Mark: What's tedious? Being on the ship all that time?

Bud: Oh, yeah. So we got up there—there's a little time there I can't pick up in my mind. I just can't remember all these things. And we got to Okinawa and then—

and there were more ships and stuff around there than you could ever imagine. There we really got into action. We were blasting away, shooting away, and planes were flying all over, and I remember once I really got called down for opening fire on what looked like a plane coming in and it was just smoke. The way it was formed up there [made it look like a plane]. Boy, I really got slammed for that. Then we got orders to get out of there and go around on the other side of the island on what they called picket duty.

Mark: Which is guarding the—?

Bud: Yeah. Our purpose there was to go out there, and you're all alone with nobody with you, and you're just patrolling along and you got your radar going, hoping that you would pick up if any planes were going to come in. See, we're on the opposite end of the island. Here is invasion. Over there is radar picket duty to spot planes coming in from Japan. We were out there, and this is where the suicides came in after us.

Mark: The Kamikazes came after your ship?

Bud: Yeah. That was quite a day.

Mark: Did they hit the ship? Or did you manage to stop them?

Bud: On, no, no, no. Yes, well, this one came in. The first one came in from our right, on my side of the ship, and he was in a direct dive all the way down. Of course I'm firing at him. I hit him on the way in, but it didn't affect him. He came in and he went right over the top of where I was and I still say to this day that the reason that he missed me is because, I think, the mounts behind went off and the concussion might have raised that plane just enough to miss me. He hit right directly into everything behind me. There was a quad-40 back there. That's four guns, four mounts. He just killed everything there in that area. He had that bomb on, and he went right through the ship and into the lower portion, down in where we slept. Of course everything is blown up. The ammunition was blown up and the depth charges. Guys are running around. They didn't know where to go. When that plane hit, we got down off of where I was at. I'll never forget that little officer I had in there. He started down that ladder so quick that he forgot to take his headphones off. I thought he would pull his head off! We went down that ladder. Then we were down there trying to figure out—because there were others coming. Everything aft was knocked out ["aft" refers to the rear or "stern" of the ship]. There was nothing back there that was operating at all. All we had up front were the two five-inch mounts up there. Those, they were operating manually. In other words, the radar was out, everything. These guys were running these things around by hand and they knocked down two more of those planes on the way up. That's all that saved us really, because if another one would have hit us it would have been bad. In the meantime, the depth charges were blowing up. Everything

was blowing up. Screaming. Just a bloody, bloody mess. Finally the order came through to abandon ship. Well, we abandoned ship and had a life jacket on and abandoned ship, went out there in the ocean and started floating around. There was a badly wounded guy out there. A couple of us took hold of him and held him up. The thing you never think about all this time is that, when we were out there, we all carried knives. Well, we got into shark infested water. You use that knife. It never even occurred to me about the sharks or anything, but we were in that kind of water. We were drifting toward this island over there and we knew that island was loaded with Japs. It was a pretty precarious position to be in. Then, all of a sudden, here comes other ships.

Mark: American ships?

Bud: American ships. I don't know where they came from. They got the message and they were over there to try to pick up survivors. After the third one, I missed two of them. You get close to those ships and you don't want to get into their way—it'll pull you right down and right into it. So you get up close to it and you miss the lines that they're throwing down to you and you don't get it. Then one way or another you kick against the side of the ship. Anyway, the third one I got picked up. We were pretty well soaked up, and they took us into their so-called sick bay or whatever you want to call it, and the first thing they did was give you a couple of shots of brandy. Give you a little bracer, you know. Before dark, we went back aboard our ship because the fires had gone out. They were afraid that the fires would cause our ammunition to blow up the whole ship. But they [put] it out and we went back aboard. I think there was a write-up in the paper in the States that that is the only ship that has ever been abandoned and reclaimed. We went back aboard and what a mess that was! It was just unbelievable! You'll never believe what it was. I've got some pictures that were taken that really show the damage that was done to that ship and everything. It killed 31 of my shipmates. We went back aboard and only operated on one screw [the colloquial Naval term for the propellers of a ship] which was very, very precarious. Then we went down to some island and went in there and got tied up alongside this dock and they did some repairs to us, enough to get us going. I'll never forget when they took off out of there that morning and I was on duty up in the main battery director, which is the one way up above. It directs everything. We took off early that morning and I can remember that, in my mind, I wondered what would ever happen if somebody didn't come after me, because I wasn't sure whether I could operate all that stuff or not.

Mark: I bet.

Bud: We had radar there and it was a hectic situation. We got out of there and we limped all the way to Hawaii. And then we went in there for more repairs and then took off for home.

Mark: California? Or Seattle again?

Bud: We come back to California, back into Frisco. You'll never know how good that Golden Gate looked!

Mark: I bet! Was the war over by this time?

Bud: No, we come back, and they took the ship and put it into Shoemaker—somewhere out there they put the ship in—and then we got a 30-day survivor leave. So we came home, and they were repairing the ships and getting ready to go back out again. So, they put in all new equipment and everything else. It's hard for me to sit here and remember all these incidents. It really is.

Mark: When the Japanese surrendered, then, you were in Madison?

Bud: No. I was aboard ship. We had been repaired and we had absolutely the latest equipment on there, and we were out there on what they call a "shake down cruise," where you're out there getting used to this new equipment and getting ready to go out again. This is what we were driving, of course. They dropped the bomb and that made us all pretty happy. Today, people look at it in a different way, but what do you do?

Mark: The atomic bomb did drop. Do you remember your thoughts at the time, what you thought about the bomb? Did you think your life had been spared?

Bud: Oh yeah. We all did. Sure. In fact, we all wanted to get off that ship for liberty that night and he wouldn't let us go, no way the captain would let us go. No way! Well, he did us a favor by keeping us aboard, I guess. You never know what a bunch of sailors will do!

Mark: They have the reputation anyway. So the war is over. What happens to you now?

Bud: I got out. I was discharged at Great Lakes. I was given three hundred dollars mustering out pay and my wife and this other gal—well, back to this place we had at 1046 East Johnson. Shortly after we got out of there—when we left, see, that guy and I both left the same day—then the landlady we had over there ordered our wives out. She didn't want us around.

Mark: Why is that?

Bud: That's the way people are. In fact, it was this guy's brother moved the girls and moved us over on Spaight Street, and we were on the second floor over there. And the day I came home—I didn't tell her I was coming home. And she would get a total amount of eighty dollars a month. That's what she had to live on. And I got nineteen dollars a month. I got ten dollars one payday and nine dollars the next—

big pay! So when I came home that day, I had my three hundred dollar mustering out pay, and I come home one day and—I'll never forget—I walked in the front door, and you had to go up the steps to our place up there, and she was there and just coming down and she saw me—quite a surprise! She had \$1.85 left. This was on the 26th of January, and, until the end of the month, she had \$1.85. So the three hundred dollars came in pretty handy.

Mark: I'll bet it did. I'll bet she was glad to see you too!

Bud: Oh yeah.

Mark: After the war, what did you do to get your life back on track? Did you use any of the benefits that were available?

Bud: No. No, I never did.

Mark: GI Bill, housing loan, that sort of thing?

Bud: No. I had a chance. I could have gone back to work at Gisholt, and I looked around, and I didn't want that for my way of life, but I didn't go back there. I went back and worked there five days total. Then I got a job with a laundry, running a route, picking up stuff. I was with them for quite a while and it was good. I built up the business. The only problem I had was that they lost stuff and started losing customers so that didn't work out so good.

Mark: Did you have any sort of emotional problems getting readjusted back into society?

Bud: No.

Mark: A lot of Vietnam vets complained that they did. Some of the World War II vets did and told me some of those stories too. You didn't experience any such thing?

Bud: No. We were out there, did our job, came home, and that was it. I didn't expect a lot. Those guys who took what they called the 52 pick-up—

Mark: Yeah, 52-20 Club.

Bud: Yeah, 52-20 Club. ["52-20" refers to the 52-20 clause in the Servicemen's Readjustment Act of 1944, know as the GI Bill.]

Mark: You didn't join that?

Bud: No. I didn't take advantage of *any* of that stuff. I figured I could get out and make my own living. I never did!

Mark: You apparently did make your own living, too. You didn't have a problem finding work or anything?

Bud: No, no.

Mark: I got one last area of questioning which might not apply to you and that involves veterans' organizations. Did you ever join any groups like the Legion or VFW?

Bud: No, no.

Mark: Why not, just out of curiosity?

Bud: I don't know. I've been asked that many times. I just never did. I just never did take it upon myself to get into it.

Mark: But you see some of the people you served with? As time goes on, occasionally—already?

Bud: Occasionally, and I been in sales all my life. I went to work for a coffee company out of Chicago. And I worked that up pretty good and got to be the state supervisor for them. Then they decided to close up the business. They closed it completely, and I went to work for another coffee company for two years. And in the meantime, General Foods was after me and they wanted a distributor in the area here. And they just heckled me and heckled me and I kept telling them, "No," that I didn't have any money. We were in Lodi again. Went back out there. This guy just kept after me, kept after me, and so finally I said, "I guess if I can do it for somebody else I can do it for myself." I didn't have any credit. I didn't have any money. I didn't have anything, but I had a good customer in mind that had a lot of faith in me and he said, "I'll go up to the bank with you and we'll borrow some money." So he did. I borrowed \$3500 to start my own business.

Mark: And the rest is history.

Bud: The rest is history.

Mark: That's great! Thanks for stopping in. I'm sorry, is there anything you'd like to add? Any flashbacks you've had since—? Anything you've forgotten?

Bud: No, no.

**[End of Interview]**