

California Maritime Academy Library

Interview with Bruce Hope

Oral History Project

Interviewee: Bruce Hope
Interviewer: Russell Reed & Cathy Strohecker
Date: October 10, 2009

Place: Faculty Conference Room
Transcriber: Rev.com

Preface

The following oral history is the result of a recorded interview with Bruce Hope conducted by Russell Reed and Cathy Strohecker on October 10, 2009. This interview is part of the Cal Maritime Oral History Project.

Readers are asked to bear in mind that they are reading a transcript of the spoken word, rather than written prose.

Bruce Hope is a graduate of the class of ____, ____.

Abbreviation

BH: Bruce Hope
RR: Russell Reed
CS: Cathy Strohecker

Interviewee: Bruce Hope

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Interview

RR: Alrighty, I'm Russell Reed. we are here at the California Maritime Academy at the faculty conference room and I'm here with Bruce Hope. Graduating class of '64. He was born 12th 10, 1943 and today is October 10, 2009. We'll be interviewing about his time here at California Maritime Academy and before and after that. You were an Engineering graduate?

BH: Engineer [19]64.

[00:53]

RR: Engineer [19]64. Alrighty, let's see, so what originally brought you here to CMA?

BH: I guess you have to say that in consultation with my father, he felt that I was maybe lacking direction, and a little bit of focus at that time in my life I really was kind of wandering, so he felt that maybe a couple years before the mast might straighten me out if you will. And I have to say in hindsight he was absolutely right. At the time I didn't agree with him but quite frankly he was totally right.

RR: So, were you born around this area?

BH: I was born in Honolulu, lived there for about the first eight years of my life and then moved to Southern California and grew up in Santa Barbara.

RR: Okay and was your father a Mariner or how did you...

BH: He was in the Merchant Marine as well as the Coast Guard. So he had experience in the area and he, as he would say, "At least it will straighten you out, so you have something to do other than surf" Which he didn't think I'd make a lot of money out of.

[01:51]

RR: Alrighty, so when you first arrived here, what was your first impressions? I mean, that's gotta be pretty shocking coming out of Southern California as you were what? A couple years out of high school?

BH: Ah no, just fresh outta high school.

RR: Fresh outta high school.

BH: I graduated in June and showed up in August of '61 and let's just say that the kindness and sweetness of our handlers ended as soon as our parents left the base. And then they treated us to, at the time we would call it hazing, whatever they call it, but basically you

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were on a round the clock wake-up call anytime they chose, to do whatever it is they wanted you to do, and we'd endure two weeks of that, and some people left, which always surprises me 'cause I figured, "If they can dish it out, I can take it, cause this is now a war game."

RR: And these are students?

BH: These are upper class; they are usually second class at the time they have three years. So, they be the second class who will do it, and it was usually a senior first class member, who was in charge to make sure they didn't violate certain codes if you will.

RR: And did your expectations... What it was gonna be like... Did it meet those expectations?

BH: I have to say I was quite wet behind the ears, and I'm not sure I had any expectations except survival. And that was about what it was, you know, "I'm gonna get through this because now I'm mad, you can't get me to quit." So, then it was survival.

RR: So, it's just this first two weeks for like the orientation period?

BH: You can call it orientation, we had other words for it. Yeah, they were straightening us out, so to speak. And then classes started, and you got into the regular rhythm after the first two weeks.

[03:40]

RR: I know a lots changed around this school over the last 45 years, what are the major changes that you can see and...

BH: Well the one that I just love is now you have women Corps and Corp men, and Corps persons per say, anyway Cadets, and that I think is really a great change. Quite frankly I think it would've been wonderful to have women in the Corps coz it, probably raises the level of the behavior of the males in the Corp, I would think. But I think that's wonderful. Really, really nice when I come, drive through the gate now, there happen to be two cadets there, one who is male, one is female, which is... It's just so balanced, it's so appropriate. It's a very good thing. The second thing which is really wonderful, is that you're now part of the California State School System, because when I graduated, we didn't have all the courses to graduate as a, "True Bachelors" So when I went back to get my MBA, I had to take a year or so of make-up courses in order to qualify to go to graduate school. So that's really an important step for everybody involved. And I recognized looking at your curriculum that, there's obviously a lot more choice. I mean, we basically stood there and said, "I'm gonna be Engineer, I'm gonna be Deck, and that was all the choice you made, from then on out you were that. And so, there's a lot more challenges or choices to make now, which is, I guess good. It's certainly good for the individuals. Be kinda interesting to see how your structure is now, because when we were

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there you had the Divisions, and then had the Division Commanders, and we had Deck and we had Engineers, and we were all kind of aligned. So, I don't know how it is now with the studies which are not focused on the sea if you will, cause some seem to be not so focused on Maritime, as a career

[05:42]

RR: Now, in all the past few years, they've actually kinda mixed up the divisions, so it's double Deck, Global Studies, and Engineer students in the same Divisions. Was it segregated when you were here?

BH: Oh, totally segregated, oh yeah. In fact, it was encouraged to be segregated because they kinda created a bit of a rivalry. So, yes, it was segregated all the way till it got to the Battalion Commander who was in charge of everything. But yeah it was totally segregated and all of our... Generally speaking, our focus was in trying to one up the other. The Deckies we would call them the Decades but... They had other words for us, but you know.

RR: So, there was quite an inter-divisional rivalry?

BH: Yeah, just good, I think good family rivalry, and we got along well together in terms of performing as a total group but in terms of anything from football to you know, intermurals, there was a lot of good rivalry between the different Decks and Engineers.

[06:41]

RR: Let's see, what do you notice... How has Vallejo changed in general?

BH: It's shocking actually because when I went to school here, you had intermural and it was revved up in working, we had Vietnam going on, they had the Nuclear Subs being repaired out here, they had Sub-Marine and dry docks. It was a going concern and now it's basically dead in terms of the Navy. So, Vallejo was heavily involved with the Military, the Navy in particular. You had a lot of families living here, a lot of activity which is just totally different now. Then of course you have Vallejo growing in every regard, where you had a lot more what I call new areas of talent which worked here when I was here. But the Military... The total demise if you will, of the Island is a huge, huge difference coz we used to go to school over there. You know we'd go to different classes over there like firefighting and you know Medalogy, and a lot of things, and now I guess it's obviously not there because we can't provide so we had a lot more interaction, we'd go over and be able to tour the Nuclear-Subs, you know, on special occasions when they'd take us over there for those lesson. Quite a difference there. And that's probably not for the good in the sense of this is poor, it is an Academy and we are involved with the ocean and the seas and that sort of structure, so that's probably a missing component.

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RR: Have you been around for way much in the modern day?

BH: Not really, except when I visit here, I've been over to Mare Island just because we golf there, we used golf there when we were Cadets too, we had a nine-day whole

RR: They have expanded it to 18.

BH: course there, other than that, no, I haven't. I aint really been around the whole town.

[08:41]

RR: I understand you are involved in quite a bit of the extra- curricular activities' stuffs. You were on the Water Polo team and that you guys had a Hammerlock Intermurals, you were in the Propeller club, the Depot club and AV.

BH: Where did you find that?

RR: That was in one of the old hawsepipes.

BH: Yeah on one of that, I was in there, I gotta be careful. Well, the Depot club, you know what that is?

RR: I know.

BH: Well, that's fascinating there was a kind of a grubby old bar downtown, in the old part town, and it was called the Depot. And so what it was is that when you're first class when you get of Wednesday nights, and so if you are a member of the group, and you happen to have an ID whether it was real or not, that you could go there, you are a member of the Depot club. So, it was just, probably not the kind of club that equals to a Propeller Club It was a little more, it was the first class place you went because that was your Wednesday night off. That's pretty funny.

RR: So, can you tell me a little bit of some the other extra-curricular stuff?

BH: Well, school was so much smaller when we were here, total of Cadet population, I think our class was about 66, so times three you're talking about may be it had over 200. So, it's expanded so much. Then we had a lot of Intermural activities where there was Touch football to Volleyball to sailing, all sorts of things. It was pretty active, I'm sure it still is, but there is a lot of activities and of course one thing you learn first as a third class man is the only way you could get through meals put on anything in your body was to join a sport. So swimming was good, I swam in Santa Barbara and therefore Water Polo with my game. Then you got to go to the Sports table, where you could actually eat without being harassed. So there's a method to your madness, it wasn't quite bad. Real smart

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thinking, you know, what can I do to get to the table where I don't have to eat with the upperclassmen harassing us? Do they make you do square meals anymore?

RR: No.

BH: So, you guys are you know, maybe you had to do it without dripping. Of course, coz if you dripped on your clothes, they make you go up and change. And square meals, you didn't eat a lot, you only ate safe stuff.

[11:01]

RR: So, you talked about square meals, what were some of the other... I mean do you have to square your corners walking around.

BH: You definitely, you were always outside, you had a hat on until you first-class. You were always covered, you definitely squared your corners, and you would never walked alone, if you were third-class, it didn't happen. No way, you couldn't leave A to get to B until you at least got somebody else to walk with, you know, not walk, march with. And so, you were always squaring corners. You always making sure that you were not going to get caught because when you got caught, for example, one of the things we were chirping about, is the upperclassmen who loved to find you without a button of the open pocket. So, they come up with their knife, and just cut off the button and say, "Sew it on, and I'll see you in whatever, next meal and it better be sewn on." So, you know, like, you became a fairly decent seamstress, but you sure didn't do any of that. You didn't have anything unbuttoned ever, as it was coming off.

RR: That's a mistake you only make once.

BH: Mistake you only make once yeah, and then you had to recite a lot of gibberish, you know, just to... Coz they had to harass you, but you got through it and it was mostly in fun. And I have to say looking back, there were very few cases where that was deliberate, personal attack. And when it was, generally speaking, the other group of upperclassmen would kind of say, "Well, just don't it on one person too much."

[12:38]

RR: Could you walk us through like an ordinary day, maybe as a underclassman and then, how things changed as you got up towards upper class?

BH: Well, underclassmen, you basically had reveille at 5:30. And so you were down at the first floor of the rec center or the rec hall, or if you were on the ship, coz two divisions had to sleep on the ship. We didn't have enough rooms in the wreck of the old hall up there, the residence hall. So you were up at 5:30 and they took, Master, they said what it was to wake you up to get you in the showers. And then you basically had to be cleaning

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everything and getting ready. So, you turned out down here for formation, I believe about 6:30, either 6:00 or 6:30. And then of course they go to breakfast by rank. So, the first classmen would go, second classmen would go, and finally the poor third classmen if you're lucky. And by then you have about no time at all. I mean, you're going to get in there, and have some terrible food and get out and hope to God you get back up to get your books and everything going. So, you didn't have any time to sit and do much. I mean, you were not relaxed. So you basically did everything in the morning where your academics or what I called, we called them where your courses, and then the afternoon were your engineering courses, diesel, steam engineering machine shop, the ones that have the practical courses, and you basically, knocked off at about four o'clock. And then depending on what was going on at three o'clock, if it was Intermurals, we'd have football or something, four o'clock sometimes depending on what our afternoon was. And then, you were doing cleanup, because you're third classmen, you know, we didn't have any help. We were the help. So, we had to clean the showers and scrubbed the laboratories and all that. It was, you know, the upperclassmen would come in and throw a little dirt on the floor and tell you to do it again. So, it was a challenge. And then, you know, you had inspections once a month. When they come through and make sure that, you know, the white glove inspectors would come through the Naval Naval officers who are on base, and you'd have to go through that, and they test to make sure that your sheets were tight. It was very interesting, you know, and nothing could be out, you know, everything. And they'd walk over and swipe your desktop and make sure that it was nothing there. If you were with a roommate who smoked, you didn't like that because they get trashed all over if they find cigarette ashes, which was unacceptable. You could smoke them not leave ashes around. So, it was kind of...

RR: Did you have to... you just mentioned in the morning. You had to clean your...

BH: Your own, just your own room in the morning, your own room.

RR: You had to pull the sheets.

BH: Oh yeah. You didn't leave your room without everything clean. Everything was tidy when you left your room, and they'd inspect, your Division Commander, the division petty officer walked by and make sure that everybody's room was clean.

RR: And then how did that change going into upperclassmen?

BH: Oh, well you realize that that you passed. You are now are a human being. They actually treat you now as a second classmen, you had rights, third classmen you had no rights, and basically, the only right you had was to exist and that was marginal at best. But as the second classmen, you had rights then, and you actually asked, what you wanted to do, as opposed to told what you wanted to do or what you were gonna do. And you basically were part of the command structure now. So, you would have duties, but you'd have their classmen, the gofers that once that did do the work, but you were part of the leader of the

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team, so to speak. And that was, you know, it was a learning experience. It's like so many things that the military teaches you, is there is a kind of a chain of command. There are hierarchies and they're there for a reason. And in terms of here, it's how you operate a ship. I mean, that's what you've been trained to do. Is how to operate a ship, how to get people to do what you want to do short of, you know, shooting them. Which you're not going to get away with, in most environments you know. And then of course, once you begin as first classman that's heaven, you know. Then you basically can do what you want. It's very nice, you know. Even today, I'm sure it's a nice change. It's a wonderful place to be. Cause then you actually have rights and you belong. And so that's a good thing.

RR: Cool. So, you said, you had your educational classes in the morning and your engineering classes in the afternoon. Right, we call them practical classes. There were the hands-on classes.

[17:15]

RR: Did you have any classes, favorite classes, classes that you remember really well?

BH: I really liked diesel. Diesel, mechanics, diesel engineering. When I took my third... My license, Coast Guard license, I took a dual steam and diesel. Because I'd always wanted to be on diesel, but the only place you could get 'em back in those days was on the tux. Because they didn't have the big engines. You know, most of those ships I sailed on were steam. But I always loved the diesel. So, I took a dual license for diesel and steam engines, because it was just one of those things, I just liked engines. And they was so big and they were so beautiful and, you know, I was like, "These are really cool." This is better to car engine, working on the car engine.

[17:58]

RR: Cool. Were there any instructors that you remember from--

BH: Oh yeah, Frank LaBombard who passed away recently was a favorite of many of us, you know. And Frank Flanner, who was our chief engineer at the time. He could be really difficult. Pretended to have a very bad temper. And I remember one time I foolishly brought a bottle of Chivas Regal aboard, which was kinda not supposed to be done, especially as a third classman. And he happened to be the officer on duty. And he asked me what I was carrying. And I said, "I just have a little something I'm finishing off." And he said, "Well finish it off right away, cause you're gonna have a problem." So unfortunately, one of my fellow midshipmen took it from me and handed it over to the upperclassman. So, he called me into his office the next day, and we were headed out of Acapulco, and he said, "Have you ever worked in the double bottoms?" I said, "No sir, I have not worked in the double bottoms." He said, "Well, from here to San Diego, you're gonna paint the double bottoms." So, I spent every single day in the double bottoms. So, I

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had a... I was a slow learner but let's say this, I did not go against him again. It was fascinating. And I don't know if you've been a double bottom, you're both engineers, but it's not a comfortable place to sit and chip the paint.

[19:25]

RR: Yeah. All right, while you're on campus, you were standing watch to get, sea time?

BH: Well we would stand watch, but it wasn't like being at sea. Yeah, It was just get sea time, but I would call it. All you were doing was watching the power plant that would run the lights sometimes. I mean, we weren't really doing real watch. The only time you did real watches would we went on cruise. You know, in terms of regular watches where you did your forearm ring it up.

RR: All right and so there was a little, when you're standing watching it was on campus, you were watching over the power plant--

BH: It depends where you were. You could be on watch; you could be at the front gate. You could be at the watch it'd be on the ship where you were basically making sure that nobody was keeping an eye on things and making sure that they use to have this little generator that would run and it was just kind of that stuff. You were mostly just sort of checking out what's going on and then when you became a senior, you were in charge of all the watch stations. And so, you'd go down in a little pickup truck and check on everybody else. But that was work. They weren't really getting what I call sea time experience. They were just helping maintain the security and the base.

[20:36]

RR: What what were the living quarters like? You said you were living in the Old Res.

BH: The old Res was new Res back then. I mean, relatively new. And because there wasn't enough of the compliment of midshipmen, two divisions had to live on the ship. So, you had one engineer and one deck division living on the ship. So that was actually... We liked it better because the commandant of the ship was way up there. And so, the farther away you were from him, the better off you were. So, we liked living on the ship. It was kind of, you know, funky. But it worked well.

RR: Did it rotate through?

BH: Yeah, you weren't there the whole time. You were only there for one semester, so they rotate you through so that everybody got a chance to enjoy it.

RR: Cool. I know you were kept on campus, five days a week?

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BH: We were kept on campus until you were first class. You were from Sunday evening, till Friday.

[21:30]

RR: So, when you got off for the weekends, what'd you do for fun?

BH: You just went and raised hell; you know. At that time, and of course this was a kind of a challenge because Vietnam was on and it wasn't an overly popular situation. And you had to leave campus with your uniform on. You couldn't leave in civvies until your first class. So it was kind of, first thing you tried to do is get somewhere where you could change, because you'd really didn't want to go down to Berkeley in your uniform cause it wasn't a popular place to be in your uniform. But we just usually go to visit friends. And since I lived in Santa Barbara, you'd only go home for the longer weekends, like Thanksgiving and Christmas and things like that. But you'd usually team up and visit with friends or go up to Tahoe and do some skiing and stuff like that. You always had a plan of attack, or you were visiting some other since it was all voice, you know, I'm in here, you didn't visit some of the women's schools, or nursing schools around, or that we'd have socials where we'd invite them over here, or they'd invite us over to their schools. So, you'd meet people. Now you get to stay here and meet people. You have 600 people at people.

RR: I think there's almost 600 on campus. I think it's close to eight or 900 now.

CS: I think there's 800 cadets enrolled. The vast majority of the upperclassmen try and live off campus. Just their first class here.

BH: Oh interesting, we never had that option.

RR: Yeah, they just installed the upper, upper res and they help put a few more people on campus. They to try and fill that extra space.

CS: And they're going back to the rotation. The fourth class are now coming into old res, one division is in old res and one division's on the ship and then they rotate.

BH: So that's back to the, kind of the old--

CS: They started it this year.

RR: Interesting, Yeah.

RR: I think they let so many people in that they were kind of, they needed some extra rooms.

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BH: Well, the ship is not a bad place to be. I mean, you can think of a lot worse places. Even in our day when you had pipe bursts, and you stacked two above each other, you know, one and two.

RR: So, was it a birthing style living on the ship?

BH: Yeah, it was birthing style, racks too. Basically, you were in relatively large, I call them holes because they weren't really that way, they were broken up a little. But you'd have maybe eight or 10 cadets to a room, and they were stacked too high. So, which isn't too bad. Some of them were maybe a dozen or more. But you know, you could have up to a dozen or maybe 15 people double wrapped. And then underneath you had your footlocker, and each person had a footlocker and that's where you kept some of your stuff. And then you had a stand-up locker where you held your uniform and your hanging stuff. And that was the extent of your area. The good news was you didn't have a lot of stuff to get in trouble with because it was all covered.

RR: And then when you were in upper res, where you in your two-door room.

BH: A two-door room, yep. Common desk and each of us had a closet. It's probably exactly the same now, I would think.

CS: Individual desks, individual closets.

BH: Yeah, the individual desks, we had a common desk that was the... the bunks were here and then you had the board between them. And then you had a desk at this end, and then each of us had a closet.

[24:59]

RR: What was sailing? You guys had the Golden Bear One, the original gold golden bear.

BH: I guess it's one, or was it two, We had the--

RR: It was the second ship the school had--

BH: Right, the second ship the school had.

RR: What was sailing on it?

BH: It depends on which class you were, all right? When we were third class, then we we had to, instead of like, when we were living there, they put basically the third class more in the hold. And the hold was once again stacked, but we must have had 40 or 50 people in this giant bunk, you know, birthing area, so to speak. And then the shower is where the first glass shower, which was okay. And then there was the third glass shower, which was

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just a big room and you had saltwater showers and you had freshwater rinse. And you know, you watch that because we didn't have a lot of fresh water. And if they had trouble, then they'd shut off the freshwater for the third classmen.

RR: Brutal.

BH: So yeah, it was kind of a challenge. You had your saltwater soap, so which sort of worked in the saltwater, and then you'd rinse off and that was what you did. And that was, you know. That's kind of a different world. And then obviously the heads were not shared with anybody except a bunch of guys. And they were military heads just sort of stacked. It was very different. First-class now, then you were different. You finally got to live like a human being.

RR: So, did you have your own room as the first class?

RR: No, you just, you climbed up the ladder to where you're at now you are a socially acceptable human being.

[26:32]

RR: So, was the summer broken up? Was it one cruise for four months of the summer, or?

BH: Well we didn't go in summer. We had January, February, March. It was usually a winter cruise. And so, we went all year round. So, we basically went on cruise. We had three weeks off in the summer, and then two weeks off at Christmas. And so, we basically were at school, 10 and a half months out of the year. So, we took two semesters and cruise semester, and so it was a trimester situation. Which is a very different way of doing it obviously than that.

RR: So, the whole school was on this--

BH: Everybody went on cruise. Everybody went on cruise and then watch structure, and everything was broken up, so that by the time you were first classmen, you were in charge of a whole group of engineers. You had projects; you would be on watch together. So, you'd have your rotations that way, and everybody kind of organized around that. Let me say the third classmen did the most grunt work, the most painting, and the most chipping and so forth. And the first class managed them. But yeah, everybody went together. In fact, you were basically with your division your whole time here unless there was some restructuring. So as a third classman, you were with him, and you had the second classman. Then the second classman became the first classman. So, unless something unusual happened, you were with the same structure through your whole career or through your whole three years.

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RR: Was it crews broken up day by day? I mean, were you having like a watch rotation, then like a practical training rotation or? I mean, how did that work?

BH: Basically, what happened is we all stood watches, and then depending on when your practical or what they call a schoolwork at sea or your practice, then they'd have that, they break your watch and you may be on a stand one watch, then you'd have your practical, whether it be a seamanship for the deck people or an engineering, tearing apart some equipment and so forth, you'd have that. And then you had studies too. Cause you'd have to study what do we call practical studies. Where you'd have to break down equipment, put it back together, study how the ship operated. So, it was kind of fun because as an engineer, I enjoyed the hands on. So that was really fun. I mean even as the third classman, even though you've got the worst job it was still fun. You know, you got to take them apart, put it back together, make drawings of it, figure out how it worked. Do you pumps in your valves and your diesel's and so forth?

[29:13]

RR: Were there a significant amount of more deck side cadets than there were engine?

BH: Fewer. In our class we had, I'm trying to think of the numbers. I think we were about 43 or 44 engineers, and about 30, 26 or so deck graduates, In our particular class. You'd start out equal. And we started out, I think in each class, I think we started out at about 65, 120 total, 130 total. And then by the time we were through, they knocked them down a few. They did it very practically, they got rid of you quick. If they wanted you out by the end of the first trimester if they could. I mean if the objective was you, weren't going to make it, you were identifiably non-identified. They would make sure you were out, weeded you out early. And by the end of the first year, pretty much by if you got through that, you were, unless you were stupid. And unless you brought booze aboard in front of the chief engineers, you are pretty much in the graduating mode. You know, you've gotten the drill.

RR: First year you did the Bear Cruise. Did you do a commercial or after your second-class year?

BH: No, we always went on the bear. It was always on the Golden Bear. Every single year we went on the Golden Bear. And everybody went together, we sailed out of the gate together, and we came all back together. Except probably Murphy who got hurt in the train wreck.

[30:46]

RR: Were there any major events that you remember while you were here at school? I know the JFK assassination, things like that. Do you?

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BH: That was, that was significant. And then the follow on to that because of, our potential engagement with Cuba Bay of Pigs and so forth. There was talk, when we had this missile standoff with Russia, that they might accelerate the graduating class. It didn't happen. Fortunately, everybody went back to their respective countries and so we didn't have that. But there was talk that they might accelerate the class to get us into the military faster. And then of course, Vietnam was growing and building at the time. And that was always something on the back of your mind because you didn't want to really go over there and slide through as a foot soldier. Cause you darn well, wanted your commission. So that was something we were concerned with.

RR: Were all the cadets on track to be in the Navy or?

BH: Either coast guard or Navy, essentially yes. Coast Guard Navy Marine Corps. So yes, it was an unusual if you were not offered a commission. But there were a few. I mean, if you weren't up on your studies in the military science classes or so forth. But basically, everybody was offered a commission, unless there was some unusual reason that you didn't want which is highly unusual. And that was a big deal. I mean, I don't know how it is now. But of course, once you got your commission, then that entitled you once again, like being first-class, even though you were an innocent. You at least were now not going to be drafted as private in the army to go into slug through Vietnam. So, there was a nice choice there. You had a choice.

[32:46]

RR: Did you go into the Navy upon graduation?

BH: I went into the Navy, and when went to Vietnam on shifts, that happened to be United fruit company ships, where they were taking over stores to Vietnam. And then ended up in the reserves for a total of a little over 12 years, total time. And if I knew what I knew now, I would have gone to 20 years, and then have a pension. But all I want to do is not go to summer camp, and not go to the once a week, once a month weekend.

[33:18]

RR: So, once you're done with the Navy, did you go to work for Chevron?

BH: No, I was in the Navy as in the reserves. So, I went to work for Chevron, after I came out of the San Francisco state where I went to get my graduate degree. So, I sailed for a couple of years, and then decided that this wasn't a career and went to San Francisco state for an MBA. And graduated in what was then called, computer science. But they didn't really have the depth of that they do today, but it was early stages of computer science.

[33:53]

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RR: Okay, so what did you do for Chevron?

BH: Probably just a little bit of everything. The one thing the Academy once certainly taught me is, how to be very resilient in terms of taking advantage of situations and understanding how, you know, never getting caught with one option. So, it was very good that way. And I started out in Chevron as a programmer, and ended up in finance, and then retired as president of one of their smaller operating companies. So, it was just the way things happened. It was just where I was in a place, took advantage of it, continually, tried to improve. And I was very fortunate to do that and end up in an area that I just didn't imagine when I started out programming that I'd ever transfer to finance and into management.

[34:50]

RR: Did you feel like going to school here adequately prepared you for graduation when you started in, in the Navy or?

BH: Everything the Academy taught me was equal to, or greater than what I needed to be successful. Whether it was in the Navy, or whether it was in the merchant Marine. And certainly, gave me a background, when I went to shore and needed just know how to face a project. I mean, something as simple as how to start. You know, some people freeze and then they get into, "Well analyze this to death, but we'll never finish the project." Although, some people like that, but some of us don't like that. And the Academy really helped me understand, you know, if you want to get it done, first thing you have to do is start but start right. Because redoing is really not very good. That's just a waste of time. So the Academy first of all, I did with my father wanted to have done. Gave me focus and truly organized my understanding of how it is I should approach life, and what I wanted to do. I mean, it really gave me direction, which is a wonderful thing that always has served me well. And also, gave me a set of skills, which I use to this day. You know, just how to get things done. It's a wonderful lesson in how to get things done. Probably starting in those pseudo hazings and knowing that okay I'm getting through this because they're not going to beat me. You don't get to do that to me. Cause you know, when I'm back, I'm going to win. I am going to get out of here and enjoy it, you know? And it was so fascinating because I came this close, to building out on the first trimester. And it was because I got distracted a little, and the interference that they give you because they're relentless in make sure that you're not happy. And so, I had to come back and take two tests over Christmas. But I said, I'm going to do 'em, and I did 'em, and then went off on my first cruise. I never looked back.

RR: Are you still in contact with anybody you went to school with, any old friends or?

BH: There are a couple, who actually live in Marine County where I do. And we stay in touch with each other. Probably about four or five of us, who are in regular contact.

RR: Let's see, what do you do for a living now?

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BH: I'm retired.

[37:26]

RR: Were you in the consulting?

BH: Well, after I left Chevron, I retired and started my own consulting business. And I was consulting mostly in business. Everything from how you operate your finances, to how you have internal controls, establishing good internal controls. Which is mostly where I was in Chevron, is in finance and internal controls and that. Helping you set up just management policies, everything like how do you manage cash? How do you manage... You know, how do you make sure that what comes in, goes out, it goes into your bank account. And people are just siphoning it off along the way. So, it was mostly that kind of thing. I'm not a CPA type of accountant, but I have enough accounting background and finance experience where I can help set up a set of books if you will, and help people establish the necessary controls.

[38:30]

RR: I'd like to jump back a little bit. Your freshmen cruise on the Bear, is it freshman cruise?

BH: Third class cruise.

RR: Third class cruise that the train crash in Columbia happened. what can you tell us? What can you remember from that?

BH: I provided you with my document. But it's an interesting thing because, we were a group of us were talking before about what happened and how it happened. And when my wife and I moved after our children left home, about three and a half years ago, we were packing stuff and then unpacking, I came across my third-class diary, my log book. And so, I started reading it, you know. And I'm reading through it, and it's everything from that particular year, they started the Darwin base, if you will, on the Galapagos.

It was the first year that the university of California established their facility there. And so, we took them down as the school of ship. We took down all their paraphernalia, and their boxes and their crates, and then we offloaded them. And then when we came back up from Lima, we picked him back up and headed on our way. But, it's sort of digressing, but that was kind of an interesting thing. You know, how you get on it. I've been to the Galapagos three times in my life, all associated with the Academy and going down and working with the people at the university of California who were in manning and staffing. And that was really a neat experience. And back then, there was literally no tourists. I mean, we were a big deal. I mean, the great white ship came in and we were a big deal. We drank every beer on the Island, within the first six hours. She was dry. So that was the end of that. But it was, it was fascinating, you know, cause we beat the, the

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people over there and many of them we're sort of, ex pats or ex-pats. I guess you'd say there were people fleeing Germany during the war, and they'd left established residents over there. So, it was kind of an odd group of people who live here. Cause there weren't any natives. Cause the only natives there were the flora and fauna and the animals. So, it's kind of an interesting environment.

Then we came up and ended up going to Buenaventura. Probably one of the most... I guess I'm looking back and reading my diary, you know, and try and putting on remembering some of the things that happened. It was truly one of those life, I wouldn't say altering, but it certainly imprinted. It left a major imprint that, that never has gone away. Even when I read about it now and talk to some of my fellow midshipmen. Because it was so significant and so unreal because here we were, they split the ship compliment to half. And half left day before we did. And of course, they came back saying, how nice Kali was. And, we weren't invited on the trail, which was, it was a terrible place. I mean that kinda like Tijuana in a bad day. And so, we just couldn't wait to get up board the train and head on up to this overnight. Which was unbelievable cause we never allowed overnight. I mean, you were never, ever allowed overnight. I knew what would happen to a bunch of 18-year-old kids, running around without anything to do. So, we set off and do you want me to talk about it?

RR: If you could, talk through the diary.

BH: Okay, on the particular morning, the second group got to go out. So there were probably around 60 to 70 of us who were headed out to the train. And the train was essentially, your typical small diesel passenger train. It had one car behind the engine, it was a male car. And then there were like three cars, I call them third class passenger cars for the locals. And then we had a basically government supplied first-class car, which was like a caboose right after the bar car because, you know, where else would the Bee Gees be? So, at the bar car and then the caboose, which was first-class car, if you will. And so, we said often, you know, we're, we're just having a great time. And we were told by the previous group that went out, that the best place to be is on the engine. So, you want to get, after they start, you get out of the main area when they stop, get your beer and run up and get on the engine. Because that's where the best sites are and, you know, you could have the most fun up there. So obviously following good instructions, grab the beer and head up to the engine. And so, we're probably we were trying to count them. There were maybe 10 of us or so who were on the engine. 10 or 12.

And so, the tracks followed a river, a river area. A river down below, and the tracks were here cut into the mountain and then the mountain went up this way. And then the river down here and then, across the river was like the rest of the valley and then up the other side. It was really a pretty country. Cause it's all jungle. I mean, it's right along the equator, and it's very, very lush. So first came to the first village, and you know my friends, a couple friends of mine grabbed our beers and headed up there, and we were on the Riverside, which, you know, in hindsight was the best place to be. We thought it was

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just the most picturesque, because you could look out over the Valley. So we're drinking beer and yelling and taking pictures and you could, we'd go through tunnels and we'd yell and scream and shout, and then you could see the caboose car at the back and you'd wave the middies in the back, you know, "Hey how you doing? don't come up here, it's full already." So then, we're starting up a Hill and we're all we're going up all along.

But we started up a particularly more steep Hill. And some of the guys yell, "Oh, there's a train coming." And we're like, yeah, sure. You know, we have another beer, you know, get it right. And then one guy says, "And there's only one track." And so, we'd look up there and we go, "Well, yeah, that doesn't look real good." And our engineer, is talking to some nitties, isn't paying attention. As we watched this event unfold, the other train, which was carrying gravel, starts to put on its brakes. But it was probably going about 25 miles an hour, and it's coming downhill and very heavy. We haven't even slowed and we're probably going 25 or so going up Hill 20 miles an hour.

And now the Mideast start to get concerned, cause it's not looking real good. And sooner or later, even midshipman can figure out that one, track two trains, there's a problem. So, people start flying off the engine, and the guys on the other side can't get around in time. So, they jumped toward the Hill. And we're on the downside, which is a good side. And people are jumping and saying, "Hey, you guys better jump." Well my friend and I, another Midian, a third classman and I look at each other and say, "We're gonna like awfully stupid when we're all dirty and jumping down there." And this guy stopped just a few feet from each other.

So, we just said, "No, we're just gonna hang on." So, then trains collided, and we were sent through the air, Lord knows how far. And we figured was about 30 or 40 feet because you know, the impact is so great. And luckily, I, other than a bloody nose and losing my camera, which opened up, I was just fine. Everything was good, you know, rolled down the embankment, didn't have any serious injuries. But one of our upperclassmen, seven classmen, Paul Murphy in trying to get around the front of the engine got caught. And so, he had his arm caught between the two train engines. And one other guy, who jumped on the bank, had a back injury, not severe, but a back injury.

But the rest of us were fine, we were in good shape. And other than the fact that now we had a disaster on our hands. And we didn't realize except for Paul Murphy, who we immediately set about trying to free him, what had happened to the rest of the train. And that's what was so significant as I look back. Because you had the male car, and then you had these three relatively, I will say there were not particularly well-built, cause they had cats and dogs and chickens and people in them, and they were just basically rows of seats. And so, what happened is the male car, telescoped into one of them and probably took out two thirds of the car. Squishing all the people into the back third. Doing bad damage. And then the other two cars after that, basically were knocked off the tracks into a V and kind of rolled on their side.

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And it was kind of like you saw it and you almost didn't believe it. Cause you'd never seen anything like this. I mean, people were dead. I mean, they were dead, and they were bleeding, and they were screaming, and it was just the most horrible thing you could ever imagine. And so immediately, our battalion commander happened to be on that train, and he directed traffic if you will. And there was no bandages or anything. So, we took off our uniforms, tore them up and we're dragging people out, sorta laying them up. And we tried to separate the ones that aren't alive, from the ones that were dead.

About 80 people died. And, in one case, the torso was there without a head and the head was somewhere else. And it's like, I just turned 18 and we're all young people just like you guys, and you see this carnage. And it's just like, you basically went into almost automation mode because you couldn't be sympathetic. Because you couldn't function. Because all you wanted to do is try to get tourniquets on them, try to help them as best you could and sort out the ones that you could deal with and the ones that were too far to deal with there. And it was children and women and, you know, it was just a horrible, horrible experience. And I remember the most significant thing that I had, and I remember this to this day, I helped one guy out, an older man older at the time of me. And he had major injury, all of his thigh and basically his leg was half hanging off and I couldn't put a tourniquet on it. So, I tried to stop the blood with my hand and pressure, and it wasn't gonna work. So, he asked if I would give him a cigarette. So, I gave him a cigarette. To this day, it just kinda breaks you up. I gave him a cigarette and I held him in my hands, my arms. And had a smoke and died just right there. You know, it's like, right, right there. You know, I never, I mean, that was like, Oh my God. You know, he just expired. He just thanked me and expired.

So, you know, it was a very, very, just incredibly significant kind of event that happened. And so, we continued to work on the ones that we could. And some of the things that happened, I guess there were the local militia. They might be equivalent to FARC today. Came out of the jungle and were sort of organizing things. They weren't trying to bother us. In fact, they were trying to keep chaos from happening. And there was a lot of looting going on, and they take these people who were caught looting, march them the jungle and shoot them. So, it was relatively summary justice, and there were at least two that I saw taken out and shot. And people who were taking rings and money and stuff from the injured people. And so, they basically set up a perimeter where we could operate. My understanding they weren't government people, but they were at least behaving in a manner that helped us. And that's all we cared.

RR: And how, how long after the actual wreck did... I mean, how long did it take for them to get there?

BH: If we weren't trying to count the hours, we figured, probably four to six hours before we had medical attention, from the time that the collision occurred to the time we actually had onsite medical assistance. Because we were a good, maybe 60 miles. We had been going for at least an hour or so, touching on, so maybe 45 or more miles. And you have to

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realize, their infrastructure is not there. The road across the river was just a sort of a dirt gravel path. And so, it wasn't like you were on a highway where they could get immediate help to you. They did bring down because uphill from us where the gravel train came from, there was a mine. And so, we went a couple of minis, went up and they brought down an electric car. One of those little repair cars that they run along tracks. And they were able to take the two injured minis plus some other people up the tracks until they could be extracted, I think by helicopter. But we were so far out and all we could do was basically use our skills and you know, we had as you guys probably do by the time you've been a first class, when you have taken first aid, and you've taken a variety of courses, even as a third classman, we were exposed to basics, you know, how to take care of injured, basic. So, we used whatever we had, which wasn't a lot. And, um, tried to bandage them up and keep them whole until we could get help.

RR: So, you said two minis were injured? Is that the--

BH: The one who was caught between the train and then one who in jumping into the hillside hurt his back. But it wasn't severe he quickly recovered.

RR: How'd you end up getting the guy's arm out of it?

BH: Oh man, we went to work with anything we could find. We had; you name it. We went from car to car and found pieces of steel or whatever we could do, and basically tore the front of one of the engines loose you know, as much as we could get into it. We could finally just get extract his arm. And it took a couple hours. And the guy, I mean, here he is and he doesn't have any medication. So, we're feeding him alcohol, and to try to, you know, keep him from, and he was at shock. I mean, obviously that, you know. He was taken back to the US, and they were going to amputate his arm and his mother said, "No, you're not amputating his arm." Bring him back home. So, they put him in the hospital here. And he, Paul Murphy, who graduated with us after he came back for the next year, cause he had to go through rehab and stuff. But he has probably 70% use of his arm, which is really, you know, something.

RR: And so, I mean four to six hours until the pseudo military folks showed up.

BH: Well, the pseudo showed up right away. They must have an infrastructure in the jungle or in the area there that they knew right away, something was happening. And they showed up really quickly. They were probably there within the hour. And so cause we were trying to help the people, but also keep the looters from taking our cameras and doing whatever, they just, coming out of the jungle and try to take anything. So when these guys came, they established their law and order whatever they call, but it stopped the looters real quick. They saw a couple of those, admitted the ministry of instant death. And it was amazing cause they just marked them out in the jungle. You heard a shot and done. A couple of those and they didn't live it anymore.

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RR: So, and then few hours later, the military showed up and you guys were relieved from what you were doing?

BH: They brought in basically their medical help, and some of the regular military came in. And so, we were relieved at that point. So probably, Oh, I'm going to say, we don't know the precise time of the accident, but let's say around eight 30 ish or so maybe nine o'clock. We were done at about, maybe three o'clock or so. So, we were there for, we were probably there involved for a good six or seven hours.

RR: So, and then you, five minutes, Alright. Then you jumped on a bus?

BH: Well, they sent some buses up to get us on this funky road to take the middies back to Buenaventura. And so, we jumped on the buses, and of course the survivors could walk and the rest of the people plus them just passers by, you know, there was just public buses. And it just got so crowded and it was just, you know, after what we'd been through, I just, you know, I've already been sick once watching this thing across the river. After I threw up, then I got back in gear, to take care of people, but I just couldn't take it. So I got out and I'm happy the taxi cab came along. So, I got in the cab with a couple other middies, and they drove us back to Bueno.

CS: Good to go.

RR: So, we were just saying, you were coming back on the bus, you jumped out of the bus and--

BH: It was just too crowded cause they were pushing, way too many people, then it sort of reminded you of the squished train and we'd seen it and smelled. It was just like; we've got to get out of here. So we jumped out, happened, a cab came by. So, we had enough money between us so we rode the cab back in style. And then, you know, the worst part is, it was so tragic and of course obviously news of it, got back to the States and back then you didn't have the communications we have now. You don't get it on email. So, there was just news, and then you had to somehow get back to who was in the goodness, what had happened and parents are calling the school, and you know, it's not the instantaneous messaging you have in today's world. I think it was probably 12 to 24 hours, before my parents knew that I was okay. Cause all you heard were all the people who were killed, but it didn't identify the midshipman versus the P. So, nobody knew back home that gee, 80 people have been killed. And how many of those were my son or my daughter. Not daughters, sorry, sons. So it was that it was a big deal, and I know my parents were just thinking about me, were just worried, sick about, who happens to be hurt or not hurt.

RR: And then you got back on the ship and they cut your leave short?

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BH: Oh yeah, they were so rude. We get back and of course, we're smart enough even as third classmen to know that we don't go first to the ship. Because they may not let us back off the ship. So, we went first to the typical pub, had a couple more beers to make life a little bit less miserable, then reported back on the ship and they cut leave to eight o'clock instead of overnight. And I understand, cause they had to have a head count and make sure who in the world is really coming back. Cause they didn't know, you know, for sure whether other people were injured or not until they had everybody back on the ship.

RR: And then you guys just did?

BH: Just stayed there and back on the watch. But it was like, "Okay, that was fun. What should we do from there? Leave port."

RR: And then you just sailed away.

BH: I mean, I think our next port was Acapulco. That's what I did my stunt with the chief engineer.

RR: Did the individual that had a back injury return to school?

BH: Yes, he did. He wasn't seriously injured. He was back by the time he met us back for the next trimester. So, he had, he had recovered by then and ended up graduating. He was the first classman when I think he was.

[58:09]

RR: Is there anything else that you want to talk about? Any questions I should be asking or?

BH: I think you've done a great job of covering this. In fact, I'm very impressed. Where did you find out I went to Chevron? That was a very good.

RR: There was I dunno, I think it was a directory or something that said you have retired Chevron and you owning a Hope consultant.

BH: Right, Hope consultant. Good for you, you did your homework. I applaud you, that's very good. But it's just one thing about the Academy, how many cruises do you get? Do you go on three?

RR: We did three total. We do two on the Bear and one commercial cruise.

BH: And it's, it's probably a little different on the commercial cruise but I know, one of the things that was always good for cruising in sense that it was a time to mature and a time to see things that you'd never see if you just stayed at a community college or a university or whatever. And it was really fascinating to see other cultures. Probably like you guys

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did and never really been, any other location other than maybe Mexico or Canada. And just to be able to go to Rio and Tahiti, and you know, all the different places that you go. It was always a wonderful experience. And one that, you know, at that time in your life is pretty important. It's kinda like, "Oh wow, that's just kind of eye opening." And even if you didn't go on to sea for the rest of your life, although many of my classmates did, it was just great to be able to do that when you were a midshipman as well or at a cadet, sorry. And also, just when I was sailing for the couple of years and doing the banana boat trips and then the Mediterranean for a couple of trips and then Vietnam. So maritime industry and merchant Marine is just a wonderful experience in my history, and my background.

[60:13]

RR: Do you know the route the Bear does normally know or change with does now?

BH: It changes, doesn't it? I mean, like we used to.

RR: We, we rotate--

BH: You were like there's a year didn't submit shipment die in Vietnam?

RR: I think about three summers ago.

CS: It was the summer of 2007.

BH: Okay cause I read about that.

CS: It was in the graduating class of 2008.

RR: Oh God, his brother's here now.

BH: Oh really? That happened at around fall right?

CS: Coal out from under him.

RR: So, we, we rotate between, South American cruise, let's see, basically a Far East cruise, have it on the Aleutians.

CS: Yeah, there's basically the rotation that goes through Fiji, new Caledonia, down to Australia and then back. Then used to change out of Honolulu. There's the rotation that goes down to Japan. And that comes back by way of the Philippines and Hong Kong and Alaska. Excuse me, Seattle. And then, the third is South American central America.

BH: Do you do a rotate the Eastern West of South America, like we used to?

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RR: No.

BH: One year we went to Rio, all the way down to Rio and through Caribbean and there. And then the other time we went down to as far as Lima, El Valparaiso.

CS: I think they're shortening it too, because of the cost of a fuel fuels bunker. So, they don't go down quite as far, but they rotate Australia in central America and Japan.

BH: Well, that's nice, cause the farthest we went West was Tahiti. So, we, we did a lot more of both West coast, one year, East coast and then the West coast again, but after the Pacific entity.

RR: Okay, what were the major port where's the color? What do you remember the most?

BH: Rio was the most beautiful, just awesome place I'd ever been, and I've been back and we're going back again. My wife and I, but as a midshipman who was just like, "Oh my God, this is so beautiful." And you know it was unbelievable. And then of course, Tahiti, that was quite a few years ago and they had a bar called Queens. And Queens was a very famous bar. And if you've ever read, "The Wander," by, he was an actor who, used to hang out in Sausalito. My mind, that's what happens when you're 45 years of graduation. But Tahiti was just beautiful too. In fact, it was so funny cause typical of Midshipmen, was it one of the musical South Pacific, I think, but anyway, one of our midshipmen decided to run his vespa off to the end of the pier. Takes his vespa out, 10 or midnight or whatever the heck it was. Hauls out right off the end of the pier. He and the vespa went right into the water. But needless to say, I think he was pulled to shore and sentenced to hard duty. That was so classic.

RR: Yeah, they don't let us, let us does is important.

BH: I was gonna say, you can do a lot of damage too.

CS: That's probably why.

BH: Too much history of midshipman, and I'm sure you're not allowed to drink at all either. That was the other thing. Of course, you go South of the border and all the drinking rules become more relaxed. So, it's quite much more a, you know, instead of being a 18 and trying to get a fake ID, you just go down there and step up to the bar and take my surveys. Well, I'm glad you're still doing the trips. The commercial one must be interesting cause you're not there as a team, you know, I can take it. There's only a couple of you on the commercial vessel.

RR: I came off of, I was just on, the Mattson Monica for 70 days, but I was by myself. Kings Point deck that on there. But generally, they try and do one cadet, cause they feel like you can kind of absorb the most. The MSC ships take multiple cadets and just do a limited

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number of ships for the amount of people that are in the Memorial program. But just try and do one.

BH: So, and then one year, you don't have a cruise. Unlike us, where three every. Is that your freshman year?

RR: We have a cruise in between every year of school.

BH: Oh, I see, because unlike ours, which is in that. Okay. I got you. I got it. Okay. So, you finish your classes as a freshman, then you get your cruise. Is that the one that's targeted with a Golden Bear, for your freshman and your sophomore and then you're a senior?

RR: Oh, know they do a freshman crew, after freshman year you're on the Bear. Then the next summer you're on a commercial cruise and then the senior summer you're on a backbend as a first class.

BH: Okay, well that makes it nice. But you don't have as many people to raise hell with, you know.

RR: Oh, there's plenty on there. We take some guests on there that text maritime and some people sometimes.

BH: Is there still, I mean, things are more relaxed obviously than what I remember, but do you still have a degree of the first-class is the place to be in the freshmen do a hell of a lot more or not as much?

RR: As far as doing work goes, that does come through a little bit. I think more so as a Decky cause the third, the fourth class are down there with guns and champagne. But I think it's kind of only on the ship that it's like that. It's more of a management position as it was first class and more of a worker.

BH: So, you don't have to cut the corners square and March with it?

RR: That's kind of slowly faded away from the military thing. I think maybe cause joined into CSU, I'm not really sure.

CS: Somewhat, but I mean there is, still not hazing per se, but, there's mentoring from the first class down to the third and fourth class. Cause when they're tracing their systems and as they learn how the ship is set up and what their duties are, as you go from one watch standing position to the next to the next, obviously it comes with more responsibility. Then in the course of it, they may make you look for the keys to the CHS, you know, things like that. There's a little bit of a yeah. It depends on your division.

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BH: So, is there anything else you'd like to add for this? This has been very, it's been, I think it's been wonderful. I'm very glad you got a hold of the man. We connected because it's been kind of a kick. I don't know if you read my little cruise conditions at the end.

RR: Oh yeah.

BH: I was saying, I gotta show 'em this, cause it's so funny. I mean, I was remembering that I've gone. God, that was so classic, you know. It's like, come on, you know, give us the apples when they're fresh, you know? And you think back, this is like two years before the mast, you know, or something going on in the dark ages, you know, and here we were. And I remember, one of the funny things is I was a relative still relatively small, but I was small enough get in the dumbwaiter, which was used to get food up to the officer's borders. And so, we'd be out, you know, and one thing you did is as you all colluded on this, because you all want a decent food. So, they stuffed me in the dumbwaiter, all the way up to the officer's quarters. And then I get out of the dumbwaiter, make sure there were no officers there and raid the officer's mess. And then you'd come down and you'd have real food, you know? And the officers, they knew what was happening, but they couldn't get around how we were doing it, we'd know, Oh God, they had some great dinner up there. We heard about it. So, at two in the morning. I mean all those fun things that you do, it makes it really kind of a wonderful experience that you just don't get anywhere else in terms of a regular universities, having gotten to San Francisco state, none of that. You just go there to go to school and get a degree and matriculate and learn what you're learning. But you don't have that whole other side, which is fascinating. And enjoyable and memorable, you know, all of the above.

CS: They try and log the MAA tries to lock the upper and lower class mess out of the galley. And obviously the wardroom you don't even go near.

BH: That dumb waiter, it costs them.

CS: They get very upset when we got upset, when they wouldn't put out men rats in your own day. The metaphor was you had no food. So, people got creative.

BH: Exactly, some things don't die.

RR: The fire escape into the--

CS: I don't know what you're talking about.

RR: Is there any other questions you'd like to add to this? Anything major I missed or?

CS: No, I think you did a great job. Thank you very much for your time.

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BH: Thank you very much. This has been a pleasure and it's great to go over it. Although I must say I got choked up over the guy again, it's funny how that comes back, but it just it's imprinted. It's just something I'll never, never, ever forget.

RR: Cool, well, it's been a pleasure. Thank you so much.

[End of interview]