

California Maritime Academy Library

Interview with Robert Carnahan, Arthur Morrison, George Cowan, Edward Johannessen and Le Roy Taylor

Oral History Project

Interviewee: Robert Carnahan, Arthur Morris, George
Cowan, Edward Johannessen & Le Roy Taylor
Interviewer: Allison Jolls & David Perez
Date: October 11, 2008

Place: Cal Maritime
Transcriber: Rev.com

Preface

The following oral history is the result of a recorded interview with Robert Carnahan, Arthur Morris, George Cowan, Edward Johannessen and Le Roy Taylor conducted by Allison Jolls and David Perez October 11, 0813. 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.

All interviewees are alumni from the class of 1943. Robert Carnahan and Le Roy Taylor were in the Engine while Arthur Morris, George Cowan and Edward Johannessen were in Deck

Abbreviation

RC: Robert Carnahan
AM: Arthur Morris
GC: George Cowan
EJ: Edward Johannessen
LRT: Roy Taylor
AJ: Allison Jolls
DP: David Perez

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Interview Outline

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Interview

AJ: Okay, my name is Allison Jolls. And this is David Perez and we are connected to the California maritime Academy. Today we will be interviewing Robert Carnahan. Born on June 29th, 1923. Arthur Morrison born on May 19th, 1923. George Cowan born on September 18th, 1920. And Edward Johannessen born on December 3rd, 1919. And Le Roy Taylor born on--

LRT: May 2nd, 1920.

AJ: May 2nd, 1920. And this is for the California Maritime Academy library oral history project. And this interview is being recorded by a student who's manic at the California Maritime Academy faculty conference room. All right, so these questions we're going to start off with mostly general questions that any person or persons may answer. And if we have a specific question, we will phrase it appropriately. So, first question, why did you decide to pursue your education at CMA?

[00:01:10]

EJ: Yeah, I'll start it off. It's on the order of this guy here because the draft board was breathing down my neck. I was at Stanford University I had only nine units to go, and they wouldn't defer me. And so, I applied to the Navy at four different places and they turned me down 'cause I'm an old football player. I have a trip knee, need deviated septum, high blood pressure and I'm still alive, but the Navy wouldn't take me. And I tried supply Corps Intelligence, two others... Oh well I won't go to that athletics, they had athletics. The Navy had an athletic program at various universities. Anyway, they turned me down, but CMA accepted me and that's how I became a midshipman. And as I like to say, I speak for all the group here, the first class after Pearl Harbor and the last class to graduate from the training ship, Golden State. And we never came to Morrow Cove. We were the last last class to have the training ship as our only campus. Yeah, that's my introduction-

RC: Where did you stand in the standing on the state examination? We you near the bottom?

EJ: I'm a deck back.

RC: at the bottom.

EJ: Never. I had Stanford, I had almost four years of Stanford behind me,

RC: Is that a college?

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EJ: You better believe it. Anyway, I got my degree. I used to study down into the hole, and you know, I'd been there 2:00 a.m. or 3:00 a.m. in the morning working on my final exam for Stanford and Dr. Trueblood, who is the president of Stanford University, he said, "Ed, you don't have to do that. "We will give you a credit for your CMA course." I said, "I don't want to do it that way, I want to graduate." You know, I don't want anyone ever to say what you got your last nine units from CMA. I wanted the full Stanford four-year course. So, I did it and I got leave. I graduated from Stanford in 1942 and while I was still a cadet at CMA –

AJ: Congratulations

EJ: --near the top of my class, I would have my note.

RC: Watch that, you're gonna bruise me

AJ: Anybody else who can answer why they studied at the CMA?

LRT: Well, go ahead, you're already admitted. After rather, December 7th, 194, everybody my age, I was 21 years old at the time, everybody, my age was just so mad. They wanted to go in there and get the fight, fight the Japs you know, more than anything. I was no different. I wanted to do the same thing though I was studying engineering in college. I was there, cause I was of course before that FDR and was having headaches. This had to sign up for a draft, you know, but I was deferred for work because I was studying engineering. [inaudible] So, I got with all the rest of the kids, my age we're gonna get those gestures, just kind of do something. And then of course, the newspapers, they built everything up too, but it was right. And, and so I said, "Oh, that's the Air Force. I could be an Air Force pilot, "I could be a fighter pilot." So, I looked up and got into their proper places, fine. They took me and gave me an examination and said, "Oh, you're fine, you can pass. You could pass the examination."

Then California Maritime Academy tell me, I heard about the California Maritime Academy examination. I said, "I have a sail book that I've been, sailing since I was 13 years old, I think." Yeah, 13 years old. I got my own big book, sailed all my books. Maybe I could get small boats or something. They're like, kind of like that. Maybe I'll just, I won't do it. But I was just gonna take the examination for the California Maritiem Academy, I won't do it, But I don't, I won't do it, but I, it's what they have always liked to have something in the rears if I failed.

So, I kept going at this way I started painting, I was all the stuff for the past, all examinations required of the Air Force and that's what I say, California Maritime, Maritime Academy. He said, Tyler, California Maritime Academy examination and says, "Gosh, why didn't I take care of something?" Just told me to take detective know. So, I tell him, I took the examination, He says, well, that's the end of life. That's the end of this.

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So, I kept going and the guy with the results came back. He passed it, I passed it. Then I got to thinking, Oh, I gotta be sick. I bought this after the war. If I were a pilot, there's going to be, pilots are going to be a dime a dozen, but if I could just go to Cal, I mean to CMA and if they have engineering, I could become an engineer and have... I would have a trade after the war, so I massage. It didn't take you long to figure out that I wanted to give it to CMA. So, I took the two examinations, I'd got the CMA—

AJ: Fantastic

LRT: -- and I was still happy I did because I loved the Academy and what I heard I had I loved it. And I loved, I love too that the engineering part of it and, and had the... I just kept going and then they just hearing it now, Marine engineering in CAD and CMA just, it prepared us so well for our job, too jobs then. It was different from the job now, but the overall is, it's the setting, you know, you've got a job to do. We had our job to do, we could do our job. You can do your job. So, I got in there and did such a wonderful job of getting us ready for it. I could take out anything, I'm fine.

AJ: We'll talk more about that a little bit later in the interview.

LRT: Okay

AJ: So, anybody else--

RC: Let these older guys here, you know, you need youth, what youth, and don't laugh now, but I was, you know, when I was in high school, I was in the, ever heard the sea Scouts. I was a sea scout and I lived in Santa Ana, which is all people about 11 miles down to Newport, near Balboa beach. And we used to have the ever heard of shilling salts and peppers. He was killing it he had 180 foot in beggar down there and the goodwill, I mean the sporting good place. He had the name of the Goodwill, but it was Spalding, Spalding gamete. They had the Goodwill, 200 dead books, all that stuff. And Vanderbilt brought it black, paint yacht in there one time and they were, so anyway, I was always working the sea Scouts and consequently I got a chance to do it.

And I got a job on the invader for the Shilling family, whatever, big women and big men, it was a big German family, boy, they were big people. You know, and that's where I learned how to, if I wanted to be deck or engine, because they had me chipping paint, like the deck, you know, laid down their chip, chip and don't mark the plate. Remember that chip the paint, don't mark the plate, you know, so I learned that, but I that so that kind of shifted me cause I didn't want to be chipping paint and walking around on the deck all the time. I wanted to be down there where it's nice and warm, particularly the winter time, you know, not, you know, you could, I wasn't I spent the winter on a destroyer in Korea and it was so lovely down there, hot coffee, you know, and sandwiches and those guys up on the bridge. I mean, tell me.

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Anyway, so I used to, I spend a lot of time body surfing and working on yachts and there was a lumber man by the name of Ligate that he had the Katy did. So, I made me a pilot and I used to take the sheriff and all those and we'd all gotten a big drinking thing. All the police and the sheriff and all the city officials. It was already Catalina I shouldn't say that. I guess the big party time. And I used to pilot, and then that's what I was doing when the war, you know, I was in high school when the war broke out.

EJ: Just a kid

GC: Just a kid, yeah. And we took us down to the auditorium and they hadn't, we didn't have television though. We had a radio on the desk and Franklin Delano Roosevelt told him a dastardly attack. This was a goddess, you know in the main, but before that, before that, I had an interest in seeing CNS in those days. California Nautical School. I had a friend of mine was CNS and I said, I don't want to go there. And he says, "Oh, you'll never make that." That's the only for politicians' children. That's what the people that had a great influence are going to go to CNS. You will never get into the CNS. And of course, I took the examination, I passed it and I don't know where I was. I don't know where you were either.

EJ: I was at Stanford

RC: And I know so, and so that's it, my interest was through this CNS working on the yard, Sam in Newport. And I always wanted to go to CNS, and I had some friends that had gone to Cal monacles deal with [illegible]. And then by the time I went through with CMA and as you know that we went up, there was a war time when I finally accepted, passed the exam initially coming to so that my background only been around water, body surfing, working on yachts, just like the sea and this seemingly golden opportunity to be able to go there.

DP: Thank you, let's get Mr. George Cohen

GC: Cowan

DP: Cohen

AJ: Cowan

GC: Cowan,

DP: Why did you come to CMA?

GC: Well, I also had a background in sea, I started working on a work fishing boats in San Diego when I was 13 years old and I had my first commercial boat when I was about 15

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or 16 when I was going through school, pitching out of San Diego and started going out on a tunic liver out of San Diego and how that celestial navigate, again, like sweet. The draft was in front of me and I didn't like that idea. So, I took the competitive exam. I think I passed third in the background. I had dealt with all this fishing business was very helpful for me. I think I had a leg up on all my classmates in the Academy.

EJ: They made him Cadet Commander.

GC: It was a wonderful place to be and I'm sure you're going to hear a lot more about conditions on our school ship,

AJ: We're definitely going to be asking about that

GC: But they weren't the greatest, but it was a great camaraderie there.

AJ: How about you, Mr. Morrison?

AM: Well, I graduated from high school in June of [19]41 and didn't know what I wanted to do, jobs are hard to come by. I know I couldn't go to college and my folks couldn't afford it. And anyhow, I worked that summer, I'm from Ventura and they had oil fields, so I was back working on that. We gang up in the oil fields that summer and a friend of my mother's son was going to CMA and so my mother talked to her and got a brochure, brought it home. I looked at it over and they had a nice white ship and they were down in Australia, Samoa, all over making the cruises and they had a white uniform then. Gee, that looks pretty good.

So anyway, I took the exams. I think September, October of [19]41. And I can't remember the exact time. And later on, I found out I passed, and we were supposed to go in the class in July [19]42, and, so there I had to kill time, I kinda went back to a junior college or to fill in the time. And after Pearl Harbor, shortly after that I got telegram, if you're still interested in CMA, let us know. And I did, so then they got back to report, it was February 1st or somewhere in February, first part of February. So that was my interest in the CMA and that was quite different from the brochure.

[00:15:11]

AJ: It's quite funny how that works out. Ah, well, we've got a lot of really good stuff. Why don't we move down to, from what we understand the faculty, student relations were a lot different, when you all were in school. So, we wanted to find out who your favorite professors, professors were?

EJ: In deck, I think we'd all say a favorite professor, was that Miller, Ed Miller, who later became an interim President or Commandant of CMA, Captain Miller.

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AJ: What did you like about him, Professor Miller? Captain Miller? What would his title be?

AM: Lieutenant then

EJ: He was a seaman ship officer, I guess. Tubbs was navigation.

AM: Well just to digress, they were all active duty in the Navy. And so, I think he was a Lieutenant, Tubbs was a JG, I believe. Plant, Captain Mayo, he was a retired Navy Captain. He was the President, but anyway, and it was a very military school. It was all, yes sir or no sir. And you do it or else?

AJ: Yeah, what about on the engine side?

RC: Dr. Dwyer was pretty; he was pretty Henri.

AM: Oh yeah.

RC: But my favorite, I think with Bellamy, he was kind of one of us, wasn't he? He'd even loan you his car keys occasionally go off on a Liberty. I guess, I guess I like Bellamy, one of the guys, you know, but always, always with you and I'm kind work with you. It wasn't a, you know, we were getting hay so heavily from the second class. I remember that it was a little relieved to have one dude.

LRT: One of the officers it was good, I liked them all.

RC: You don't like them all? I like Dr. Dwyer though. My gosh. I remember the chief can scream at us when there's one of those license chains would bang up there, you know, come yell at us.

LRT: But you've heard from the chief engineer with Dwyer?

RC: Yeah, yeah, books, remember he has all those little books remember.

LRT: He was my favorite

RC: You liked old Dwyer?

LRT: [inaudible] I went into his office one time and--

RC: That little cabin at the top of the engine room there

LRT: His office to hit him. I had a table there and this was his file. I shouldn't say this, but I guess something better. He has filing system was different. Again, I couldn't believe that

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I looked at the table and does the payment. There was a pile of letters, books and stuff like that and there I thought to myself, gosh, this guy got it right wrong here. And so, he had to find out some bucks, something. I did something with him that he needed to get some information back in the past.

So, he went over, he said, well, he says, I got a file. He says just a minute, I'll get it. He walked over to this pile. I looked at him and he went over to this pile. I looked at this pile and pretty soon he brings a letter out and it was the exact letter. No, that I couldn't believe that. It was just really sad cut. Nice guy, a fantastic guy. Do the things you did here that your life like for example, I was working on delayed engine lane. I was work wasn't, huh? Lauren is down in delays. Yeah, anyway I was doing something on there and I have been doing some measuring on there and so for an employer, this is how you're doing this is fine. He says, what are you doing now? He says, I'm going to have to put a quarter of an inch here and I kind of measure it off. He said, give me your pencil so I can make it. He says, that's it. I said, who does this guy think he is? So, he walks off, but I said I'm not going to take, that's why I took up, took a tape measure exactly a quarter of an inch. Just he hit the certain things he could do like well at that point with paper and just certain things that I don't think anyone here could use that same tip, Torah, whatever you can do. Do it.

AM: An engineer, he was quite an engineer.

RC: He wrote the books; you still have his books.

LRT: No, you don't,

RC: You didn't have the books, the library, don't you? Little paperbacks, little paper books, you don't have them. The Warwick books?

AJ: We could probably ask them.

RC: We got a little paper pen, pamphlets the war, the war, the Warwick studies, and that's how we learned engineering from the Warrick's books, little pamphlet.

EJ: He became Superintendent for a while, but he didn't have a Naval background, so he had to become an engineer, I guess the best way to put it. And he was relieved by a Navy man

RC: See we're insulted all the time. You know, sometimes

AJ: It never ends

RC: You just push that little button

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[00:20:30]

DP: So, you were all graduates during the war, and we want to know what you did after the war. They were in the merchant Marine to serve, you know what, sir, so I'll start with you.

EJ: You don't want to hear about their heroic duties during the war, just after the war. I'm too modest. Only two after the war, right after the war...

LRT: And after the war, it ties into kind of ...

AJ: Why don't we start with during the war and segway into after the war

RC: I can do the month of the war. Let me do the last month of the war. You know, when I went to see on what on a sea, on a C1 it was a miserable thing that I lost a boiler. A generator tube blew up and jammed up a packing gland on one of my feed pumps and that put that off commission. Then you just have more trouble with these C-1. They came out of the yards are not well inspected. I hope you didn't have anything to do with that sweet Dick stuff, you know. Anyway, so I've dumped on T-2's, I love T-2 tankers.

LRT: Oh

RC: Turbo electric and all tattooed to one, two out of T two is mine, turbo electric turbine generator, a 6,600 horsepower, a syncious motor down below

LRT: No, no you got that wrong

RC: That was a mission class, I was on T-2, I wasn't on a mission, [inaudible] but anyway, I went all through the war on T-2's and I knew how to synchronize motors. You know, you start with induction motor and you synchronize it, so I knew that. So then after the wars, you want us to go after the war, after the war, I had to find something that fit my responsibility and I went to work there, they just, they were just starting a big system in California. They're building an aqueduct from the Colorado river clear into the coast and to deliver millions of acre feet of water. You know, California needed water.

So how do you pump water? We had five pump plans. Each one had these big electric motors. You start them as induction mower, and you're synchronize them. You know, we did it all automatically in the beginning, I was the only person in the field that knew how to start a motor. We have the, let me see, I had during, I may have 12-9,000 horsepower boulders, but he had six 4,300 horsepower synchronous motors and I had 12,500 synchronous motors. And I was the only one that knew how to start them and get them online because to start with, you do it manually you know. And I, you know, all the people would come out in Los Angeles, this Dan around and look at you and I stand up

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there and the breaker Vigo 6,900 bolts is what we used on our motors. And I would, but that induction watch that, you know, when you get up to synchronous speed and then Ann meter falls off, you know, and synchronize it. And people were standing, these guys, the big guy. So that's wonderful, isn't that a great book? So, I worked 34 years

AJ: The metropolitan water district

RC: Yeah, 34 years, I worked putting all those motors in, getting them started. And then later on, after 21 years in the desert, I moved into LA and then I built a microwave system for them, a site acquisition. And that was an electric, you know, life, less electrical. And so, I did that. And then after 34 years, I've retired from the MTV, but that my experience said in the merchant Marine and my experience was chips hit. They just put me in goods. In fact, they eventually made me field superintendent for them MWD so that all, all through my experience with them, with MWD, I mean with America

DP: [inaudible], what did you do upon graduation and CMA, did you serve

LRT: At the end of the war, I was the first assistant engineer, gotcha. Now why don't we get up there fast, you know? And I thought, well, I better get get or that was before the end of the war. And so, I went from my first assistant engineer to an ensign in the Navy and put a year in the Navy before that retire or go out.

And, I had a boiler division officer assistant book. There's this officer in the carrier, Shannon the law I loved that. So, I was going to stay on it. I was going to stay in the buggy for 20 years, but don't say it. Then my wife had a miscarriage and I said, if I can't be home to take care of writing, where do I go back? And took some more education. And then finally ended up working at the Mare Island Naval shipyard right across the way here.

It was a Navy, you could call it Navy, the time that it can leave and should go after that. And I worked at a design division and I worked in design for quite some time and very, I left and worked in the metrology. You have to be ahead of the metrology engineering department or section and that's how I, I just kept growing up with that and that's how I got this sorry, retire, retiring supervisory general engineer.

I had to be 12 I would have worked for the government yet. They were qualified to two different fields, ideal, qualified for electrical and mechanical, but they called me a general engineer. And so, after 30 years, I retired from the air better to help potential all that time, all the time on all the engineering jobs I had. And they're all good ones to design jobs.

None of them was as good as I was when I was in Marine engine. I loved going to sea during the war with the share this, when the troops were over there with their guns and so forth. I was having wonderful beatles that was on tankers. I sailed tankers, of course I

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wasn't boom, but I could have been gone. But I just love engineering. So, if any of your Marine engineers and if you have uh, what are changed, be something else. Check it out and say, do I really like it? What do I really want?

Don't go by your head, go by your heart. What do you know? What do you feel? How do you feel? I'm sure I did, I used to love this. Go on watch, you know, and it was hard. I was Persian Gulf, you know, I've been here quite often at the shield and it was hard, it was hot. It's hard, but it was I liked it. It all depends on what you like. And I think my heart says stay here.

AJ: Let's hear from the deck side a little bit. What'd y'all do after graduation?

EJ: I put it briefly, during the war, I sailed on freighters and troop transports, supposed to be troop transports and Pacific Atlantic and Mediterranean. And had a good chance at shore duty for a while, and I started as an instructor the U.S. Merchant Marine Cadet Corps. Your rival was at King's Point, and so after the war, I went back to Cal and I got a master's degree. I forgot it just about everything I learned at Stanford and CMA by the time the war ended, so I went back to Cal.

I had to leave from Chevron at the time. And so, when I got my MA, not an MBA from Cal, went back to Chevron and after a long period of servitude, I finally ended up being manager of Corporate Labor Relations for Chevron worldwide and retired 20, 24, about 24 years ago. And, so my whole working career really is with Chevron and I've got a watch with all kinds of diamonds on it. So that's it in a nutshell. And I've enjoyed it all and it's still going strong, and before I'm finished, I just one thing I should have said in the beginning, now I've lost my train of thought, oh, that in our class there were 38, there were 38 right after Pearl Harbor, eight on washed out and 30 of us graduated and of the 30, nine are still alive and eight of the nine are still here today.

AJ: Wow.

EJ: So, one engineer and he's in Baltimore and he has sciatica. So that's why he's done that in a nutshell is my story.

AJ: For the sake of time, let's see how if we can keep things in nutshell. So that's, that's good. How about Mr. Cowan, what did you?

GC: One classmate of ours, about halfway through the training course worked out because he got married and that was not allowed at that time and there was a publicity in Marin County and the paper and unfortunately, they saw it here and bumped them out.

But, I say first on a Liberty ship that was built over in Marine County took it out brand new and they were so short of deck officers at that time although I graduated third mate's

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license, so I went on a second mate and sailed all around the Pacific, made a, a one trip with the Atlantic, but most everything was in the Pacific as quick as I could get out of the Merchant Marine, after the war, I went into the commercial tuna fishing and blood into a 522 to clipper and ran that for a number of years and I kept that up until about 1952.

At which time they were tired of being away from my family so long, and had you stopped that and went to work for Joel and I. Joel dynamics Convair aerospace company, worked there for 30 years as a purchasing manager. And I retired from that and grew avocados while I was working there too. And that's pretty much you and Mike are

EJ: I've got to add to that story. You mentioned the one classmate of ours who was kicked out because he got married. His wife couldn't keep the secret, so all over to the society pages. So naturally I had to discharge him, but I was also at that time, I was also in love at time, and I had married my wife of 65 years, this year, we're still alive. And uh, but I married her six days before we graduated, so he was cadet commander on his cadet Lieutenant. I want you to know, I spent the first six days of my honeymoon with this guy, aboard the T.S. Golden State. So anyway, all this time I said, "Sorry George, you just weren't my type", But we did, I honestly spent the first six days of my honeymoon where this guy

AJ: Well, that's love right there. What about you Mr. Morrison

AM: It's after the war. I sailed during the war and after war for Mattson and that was going to be my career. But about 1948, we were all getting sent back, Mattson operated I dunno, I'd say over a hundred vessels during the war and went back to about 25 for peace time operations. And so, we were all sent back, and they were having labor problems, strikes and whatever, so, I was getting discouraged. Well, we were all Navy reserve. So, I had Navy reserve flyer come around and said the Coast Guard was looking for a Marine officer with experience to go in their Marine Inspection program.

And, if I could digress a little bit, the first the marine inspection was before the war in the department of commerce, it's called Marine Inspection and Navigation system. And they were all civilians. Coast Guard took it over made them reserve officers and by [19]48 or so they are, they were all retiring coast guard down. They expected that so much. So, they find that anyway, they went retreat officer, he had to have at least four years sea time at least a chief mate's license or first assistant license.

So anyway, I thought, well that sounds good to me. And I applied and was accepted. So, I spent 25 years in the Coast Guard. Then I worked another 13 years after I retired from the Coast Guard. Well like my first coast guard inspection experience. Quite a bit of time in shipyards under new construction and repower Marine and things that, so I had a lot of experience testing items and whatever had to be going on, observing how it was built, checking things out according to the drawings.

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And anyway, I retired, I was on the great lakes, I was in Cleveland and I retired, and I was going to come out to California. That's where our families were and everything. And I got a phone call before only a couple of weeks after retired and asked me if I wanted to work in the area and I said, "Well, see what it is then the burden hand." I went had to come out here and got a job, whatever. So anyway, it was a steamship company called Interlake steamship and they were gonna build to 1000-foot self-unloading or carriers and they wanted me to be their representative at the shift yard.

Well, so I was three years and we built 2000 footers and then that program was over I went to work for Santa Fe drilling company, offshore drilling and finished up there in 1986 and been retired ever since.

AJ: I hear that's hard work. So why don't we take a five-minute break right now so we can all kind of stand up, stretch your legs, get some fresh air in here. And when we come back, I think I kind of want to talk about campus life. I know you, you've been referred to as Swede. This interview I want to talk about nicknames. I also would like to talk about Mr. Carnahan, you mentioned hazing I want to find out a little bit more about the the hazing and other other things.

RC: The ladies have to leave the room on officially.

EJ: Do you have hazing now?

DP: No

AJ: Nothing official

DP: Not officially

AJ: Unofficially, so yeah, okay so let's take a quick break.

[00:37:09 break in the tape]

RC: Do you remember when you first came on board? Let's say you took us down on the cats for part of the gym and just landed the law down. I was scared though. he was

EJ: You got to catch this guy was a psycho.

RC: He was

EJ: Yeah, he's terrible. Really, sick man

AM: We were number one lower home button. True, always count the settings.

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RC: We did that at the Ferry Building too, with the fire hoses

AM: [inaudible] It wasn't ever I was behind show up. We had to do all kinds of touching her toes or something like that, bent over it. Big guy in front of me, shallow burger. Bent over and his shorts ripped, we were all in our skivvies, and his shorts ripped, then I laughed at. Oh God, did they get me, "Oh, you think it's funny?"

AJ: That's when you look them in the eyes and say "Yes sir I do"

AM: No, no, no, no, no

EJ: We had swamp rules, I don't remember anything. We had the swab route., we had a recite them, stuff like that. He still does stuff.

RC: And you're gonna have a copy of that and read them fuckers backwards upside down in the middle. If you did at least 10 pushups.

AM: Well, your always doing pushups. Hey, look at that guy, look at me, 25 pushups

RC: Don't you remember the Broadway pushup? No one remembers those on the lockers, on the lockers.

AM: The show us show us,

RC: The lockers are about that far off the deck. And we had the Broadways were on the lockers down to the deck. Not a standard pushup, it was a Broadway pushup. I got about 10 of those didn't join.

AJ: Yeah, blocked it out.

RC: Malin gave me a I smart off one time he gave me 100 pushups. That's the most I ever got

EJ: We lost Taylor again.

AJ: No, we found him, we found him again.

LRT: Well, I'm an engineer [inaudible]

AJ: Alright

GC: You can leave that door open or is that a problem? [inaudible]

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EJ: Nobody, nobody's mentioned yet. They used to wake us up at 2:00 a.m., 3:00 a.m. in the morning for exercises, you know and stuff like 2:00 a.m. or 3:00 a.m. in the morning. Ridiculous stuff, and the war was going on. More important things to do than do athletics at 2:00 a.m. in the morning.

GC: Had a special name for it with special name. Unless the ladies leave the room,

EJ: Just terrible. we've heard it all before. You don't do that anymore, do you, no

AM: Nothing like some guy pull a burner down in the boiler room and oil fly all around place and so they come get you up your bunk and it had to go down and clean up and

RC: We had to do bulges, had to do bilges occasionally not at night.

AM: I only had to clean the floor plates. What is supposed to come back getting your sack and anyways, all birth decks, right and upper bunk. Somebody important jam all over the place.

EJ: Strawberry jam

AJ: Let's officially get this started back up again.

EJ: I got to tell you one story.

AJ: Oh yeah, fire away

EJ: This is a good story, you know, we deck guys, we had to be engineers for what, three months--

RC: Three months, three months orientation

EJ: --and I used to say wipe oil everywhere. Dirty stuff had to clean up on the grading and I got delicate knees. I had a football injury and well-built guy, but delicate knees see. And so, I bought a pair of knee pads that grading, you could see it for hours afterward on my knees. I bought some knee pads and some phink ratted on me. And they may be where my knee pads for two weeks on the outside of my [pats knees] like that horrible

RC: Why do you look at an engineer when you think phink.

GC: Well, I can tell you a little bit about the daily routine you asked him.

AJ: Yes, yes, let's talk about the daily routine

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GC: We've got up at what time? 5:00a.m., 6:00 a.m. and a first order of business everybody on deck, exercises. So, we all went through a whole bunch of exercises, but they were kind to us after that because we could have, cocoa was one little problem with the cocoa, very often there'd be cockroaches in it.

EJ: Yeah.

RC: Oh yeah, falling from the overhead because they brought right before the child and they'd be falling dead onto the

GC: We had lots of cockroach and classes started and I don't know anything about that.

EJ: A good source of protein.

AJ: Yeah. Breakfast classes, and then what would happen after that?

EJ: Well, what's the question?

GC: After classes, what did we do?

RC: We have one hour for lunch, dinner, I guess we went back for classes and then we had a one hour, hour and a half in the afternoon and that's sure he could write a letter. Then you could, if the first class, I don't believe you alone in the second place, he would leave you alone. You can get a little something done. And then we went for classes at night in the Ferry Building. We had a couple hours in there and we came back at 9:00 p.m. taps at 10:00 p.m. and often they were taking your bunk, they put them down, throwing them down the in the hole and you had to retrieve your mattresses, get it back and get back into your sack, get your snack mate, get it back and they'd be 10:00 p.m. If they caught you after that you get not at night, may not at night call to do something late at night, you know, it was that that was the routine

And then on the weekends the swabs, we had an every other weekend type of swabs, did we get two hours off on the first Saturday? I don't remember, we got that very short. And then like only half the shift got off. Then as a second class we got, you had to be back at midnight on Saturday, was it, if you were first class you got to go to Sunday noon or something like that. But of course, you couldn't leave on Saturday after we had the drill. You know that Liberty didn't start till after our Saturday drill.

GC: Wonderful place for liberties

RC: But you know, the inside rail line was only 5 cents and the outside it was 7 cents. So, it was cheap to transport up and down market, you know? And that's the whole thing, and market was our whole.

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[00:44:23]

AJ: Oh wait, what'd you guys typically do on Liberty? What was your favorite? What's your favorite thing to do on the there?

LRT: What was that?

AJ: Liberty, sorry, I don't annunciate well sometimes.

EJ: I gotta say I was courting my wife at the time, so why all of my time was taken up with my bride-to-be and I didn't go around with these guys who were in carousing.

RC: I was trying to pick somebody up all the time

EJ: My wife lives in Richmond, so I was out of that, out of the ship and over to Richmond. So, and I said 65 years later, still doing the same thing.

RC: But I have a very sad story and I really shouldn't tell anybody. When I went into the Academy, I was engaged and I bought the ring, I bought the ring, and there we never in big and the cost is \$409

EJ: \$409,

RC: \$409

EJ: \$409.35

RC: \$409.35, we had to pay that to join the for tuition

AM: To get into the Academy

RC: \$409

EJ: No, it was \$409 for tuition, and we bought Dodson a gift and each one of us paid 35cents. So, our total cost was \$409.35

RC: So anyway, then they became midshipman and we got \$65 bucks a month and when I bought my engagement ring it was \$20 you know, is that going long pain all the time. I was there and by that time I had the ring paid for and graduated. My girlfriend had gone up to Santa Barbara, Santa Barbara Teacher's College men and other guy, and I came home, and her mother said, Mark, Margie, give the ring back to Bob. So, I was dear John early in the war just to go over and fight. Now he's dear John. So here I was so loyal,

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such a good guy. You're not behaving myself. So, you heard a lot of the dear Johns. That was my dear John and I was such a handsome devil anyway.

EJ: He was.

AJ: Wow, what about you guys? What did you do, on liberty?

GC: Well, there's always bar hopping, and everybody was well, but I also was fortunate because I mentioned earlier, this fellow that got thrown out for getting married, but we were very close friends. His dad was a judge over in Marin County and had a big family. And so, whenever I had Liberty, not whenever, but many times I'd go over there and stay with that family and we'd go out fishing and hunting and that was really nice. Was changed to be able to do that.

RC: Yeah, Avery, do you remember, do you ever go with us? When we got, you know, for the city to get together five and we'd rent a hotel room and all chip in a little bit, it'd be five in a room sleeping on the floor, or on the bed console art.

EJ: Not me, I was courting my wife

RC: And then I get a highball for 35 cents and then maybe a secret was five crowns, you know, sequence seven. Yeah, the secret is five 89 cents. I get a pint of list

EJ: And some of his, some of these guys when they were, I have fun with it, but when you were invited, they maybe too much, got seahorses tattooed on their ankles. I want anybody in this room got a seahorse?

RC: And it should be a right ankle, and thats CMA, I didn't get

EJ: I didn't either.

RC: Nobody I lived at the San Diego, I've been to San Francisco fun zone. He used to get the girls down there on the roller coaster and all, you know.

EJ: Oh yeah, we never go to them.

RC: You didn't go down? Oh, I guess I was. And you know, it was hard to get anything to drink with your urban. So, I had to drink uh, orange, orange Snapple

EJ: Not Snapple

RC: Orange crush

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EJ: Orange crush

RC: Orange crush and whiskey. Man, that's a great drink

AM: Well one thing about it, we're all in is, 21 was the drinking games. It would forgive you though, wouldn't that? Well in San Francisco if you can get your nose over the bar. Got a drink nobody asked me any questions.

LRT: I would say, Hi I did it divided the two-to-two times two. It would have the first, the first time I did one thing the second time, wow, I did another thing. So actually, what I can have, I lived in Vallejo so, and I had friends in Vallejo and so forth, knew everybody. So, most of my time when I got off, I'd go to fully, I would spend with my friends and have her dances and so forth. I had a good time until the training ship went to Stockton.

AJ: Yes, was that on cruise?

LRT: Yeah, that was a long cruise, [inaudible] but that there is somebody in Stockton got the coeds for college Pacific to give us a dance. And so, we were all dressed up in our dressing before. But you know, we went in as a bunch, we should have have marched it anyway, we were on a bunch you know what we saw when we got there was beautiful co coeds millions of them on the end, at the end, sitting all around it now. And what we were supposed to do was to get one of these girls and dance with her. So, I did it, I mean, I saw a girl, I said, good. I nice looking young dancer. She was a good dancer. I didn't, Hey, I'm going to go the whole time with her because, so then I saw this long, long stemmed beauty that I had seen in junior college when I was going to junior college and the hops, I dance with her dance all the time with her. But I was done, I was not available to make any ticket dates the time, but so anyway, I recognized her what? I came in and I saw her, I hit this arrow, just suck right through me. And so, I took this girl that I made DePaul, the proper apologized to her.

I got Barbara. The date was April 24th, 1943 we becoming engaged, yeah, June 6th the same year it says in two months and we were married September 12th, 1943 a 65 years ago. We spent our 65, seven 65 anniversary in Hawaii this year, September 12th, and she is in there sitting and waiting for me, now.

RC: You ever dance with a girl that was six foot five.

EJ: Moving right along

[00:52:14]

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DP: So, the next question deals with you guys going from a third class today to a second class of it and there sends up a changeover dance or the second-class dance. Then we can tell us how that, when could you go single, you could bring a date? When was it held?

AJ: Is there like a changeover like a third class to second class?

AM: I don't remember. You're so relieved because you're not going to get a hazed.

RC: We can, the forward ladder weights, we had to use the or whatever.

AM: We got all of that. Almost all the privileges except when you, when you were became a first class, but then you were like God

DP: There wasn't a dance and nothing that went on and on.

EJ: We had one dance graduation of the Claremont hotel.

AJ: That's the one, what do you remember about that? What was your favorite memory of the Claremont hotel dance, if you remember?

RC: The only thing I remember, it has nothing to do with this. As I went into the men's restroom and the Seders had these these made out of fluffy wool, you know, that the blue blue and he danced with a girl that angora sweater on and he was in there and they said, Oh my God. Oh my God. He was covered with angora fur and them trying to get it off.

AM: Well, I always liked the big bands band, Russ Morgan, who was pretty famous, a real nice band up there. And that was a nice, beautiful setting up there.

EJ: That hotel is the picture you've probably seen. It's been our wall, all of our publicity. I knew her.

AJ: And it was somewhere in the Hawsepip

EJ: And you say, what is our emotion? The emotion, thank God we're getting out and enjoying it immensely.

AM: I've never so glad to get it out in my life, my God.

[00:54:18]

AJ, Let's see, what else? What else? Is there anything we haven't talked about yet? which talks about cruising cruises.

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AM: We're not allowed outside the golden gate. We were there 16 months and when we all went outside the Golden Gate to go to sea, we were third mates or third engineers. We had not been to sea. And as the deck officers, we use Mt. Tamalpais, or Sexton observations, bring the stars, and send most of the sun goes down to the top of the mountain. We use that for horizon and that's annually we cruised up and down the Bay, up and down the Bay, and we knew every point, every practically everything in the whole doggone Bay. And then we'd go up to Stockton, what two or three times, I think we went up.

GC: Ship docking training was so unique. They dad grew up in San Pablo Bay and put out a couple of big boys and then we learned it.

AJ: They still do that

DP: They do still do it.

EJ: Yeah, the currents in San Francisco be very treacherous and Claude Mayo was bringing into the old T.S. Golden State, [inaudible]

LRT: He wants, he wants liberty

RC: Then he whack that

EJ: I always remember that

AM: Yeah, his command in the Navy for a year tired was a battleship.

AJ: Wow.

AM: Yeah, and then I forget what one California, yeah, I forget which one.

RC: And we are now, and I mentioned a CB Mayo, but I can't mention what I called him.

EJ: I know what you called him

RC: We can't get mentioned that.

[00:56:38]

AJ: But you know, one question that I thought of, while you guys were talking was, how did getting married change your careers? Like I know you mentioned that you wanted to be closer to your wife and how does that, I guess, affect being a merchant Mariner in your experience?

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EJ: Didn't change anything as far as I'm concerned. And I was in love with her before the Academy and in love with her during the Academy, in love with her after the Academy for 65 years. I may have mentioned that before. So, but you didn't change it didn't keep sailing. But I had a lot to be away. Well, I didn't make a career of it, but I threw out two voyages after world war II and I came home. But you know, I was married two weeks and then off to sea for the first trip, I guess about six months. And it was good to get home, you know, and but it didn't change my life or my feelings very much. Life went on.

Yeah, it only told me about Bay cruises and people's emotions. We go up and down that day, you know, and there's Richmond over there where my beloved lived. And I saw those harbor lights, you know, tug on my heart every time we pass Richmond, where my bride to be lives. I know you're interested in that, that's why I mentioned

AJ: You just seem to get all doe eyed when you talk about it, ah that's so cute.

AM: I think most guys wanted to go onto in the civilian life, regular life without, I was going to make a career when I wasn't married. So, by 1947, I wasn't married. I was 24, I still got tired of it. All I know is being on a ship and the people that I knew ashore, everything had changed. I didn't know anybody. So that's one reason why I decided to go in the coast guard, which the Marine inspection wasn't a short job, right? Well it took me over three years before I had to go to sea and the coast guard for three years.

The Korean war came along, and so that extended that. So that got me into vessel operations. So, I finally went to Marine inspection, but I go on a tour of Marine inspection, back to see again, tour of marine inspections, go back to sea. So, I ended up by a skipper, two coast guard ships and as captain of port OCMI later on. I had enough time to retire, so had them actually either I had three kids go to get ready at one and a couple in college, another one going and I had to go out and get a job cause it goes back pay wouldn't put them through college.

EJ: So, you guys going the dance tonight? They weren't, they wanted each person to contribute their songs, memories, you know. So, we're the earliest contributor, my contribution was I saw those harbor lights and red sails in the sunset. If you're at the dance tonight and you hear those two turns, tunes my contribution.

[01:00:18]

DP: So, what'd you guys think about when you went back at CMA and did you guys have any nicknames that were given to you by, you know, upperclassmen or your friends? And if you did have a nickname what was it, and I'll start with you.

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LRT: My nickname was Bumpy, but in the yearbook, they said Pop and they never called me, they never called me Pop. I don't know who put it in there. High school and all the way through, Bumpy. There was one person in our class, he's not here, he still calls me Bumpy.

EJ: But why? I never found out why they called him Bumpy

LRT: Because my father had a 1924 Buick, I learned to drive on it and I'd put all the kids in this big Buick and go along and bumpy, bumpy, hit the bump, bump.

EJ: That explains it all, and now I know after 65 years

RC: As far as I know I escaped all that, does not delay you went to the desert and became super different was I noticed R-B-C-S-O-B, before that, I mean I was pretty clean I think unless you know something,

AJ: In the Hawsepiper it said your nickname as Carney.

RC: Yeah, yeah, that's okay.

AJ: I guess that was short for Carnahan

EJ: Short for Cornell

AJ: What about, I heard you called Swede.

EJ: For some reason they call me Swede. My dad was born in Norway on refresh to Norway. My mother was born in Sweden, strong set Sweden. But my mother's full Swede and my dad, even though he was born in Norway, is half Laplander and half, not one quarter Laplander, one quarter Swedish and one-half Norwegian. So somehow, I got, he was big Swede, and I became little Swede. And when I grew up, I became big Swede. And he's a little Swede to say that that's how the story, all my life I see.

GC: I see I'm supposed to be Izzy. Do you know why I was named Izzy?

EJ: Is he Cowan, sure

GC: I don't know anything about it?

EJ: I never called you Izzy

GC: Well, where did he come from?

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EJ: I don't know

GC: I don't know either, I'll have to pass on that.

AJ: Fair enough, fair enough

AM: I don't think I had anything

RC: Dirt Art. [inaudible]

EJ: Want to explain

AM: I don't know

RC: I think cook named you, didn't he?

AM: I don't know

AJ: We have a couple more minutes. What were some of the, oh, oh here's a good one, what about midnight requisitions?

EJ: Athletics tonight, is that what she mean?

RC: Aye, Aye. Requisitions I never heard of that. He is true after the dark. You know, I didn't want to happen to the can of peaches.

EJ: Oh hey, mutiny.

RC: Yeah, no,

EJ: I don't know what requisitions. Well, I never heard of that.

AM: So many able to get into the in the lockerS, food lockers,

EJ: Not out class

RC: But that's typical of military. when you would take ons of life, particularly if you went by the engineer's hatches, they would disappear down the hatch, that was kind of a requisition or

EJ: Breakage

RC: Breakage.

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[01:04:25]

DP: Well, I can ask another question, and this is for all you guys. Given the choice, would you do it, would you come back to CMA again and do it your career here one, one more time? Or would you choose to go somewhere else? Even the toys?

LRT: If we were that same age? If we did it over again? Oh yeah, I would do exactly the same. I might even stay at sea, I don't know.

RC: I have to come back as a young person. I came back with all the knowledge I have now. to do a lot of things differently. But if I was still young, I'd probably make the same mistakes. But yes, I would come back but I'd probably make the same, and that's unfortunate because there's so many missed opportunities if I'm just a little better at better light duty dealing with humanity.

EJ: Yeah, I'd do it again. The Navy wouldn't take me, CMA took me and I'm grateful for that because otherwise I might've been either four F or been in the army one or the other, I've never found out

GC: I guess shows us because we're here that answers pretty often. I'll do it all over again.

AM: Yeah, I think so. Taking the times where we're there and, and conditions, we, train me for whatever I accomplish later on off of that discipline we had here. That time for seamen, we had excellent navigation. We didn't, I didn't know how good at training we had till I got out to sea, a brand-new third mate. I didn't know if I'd get seasick or not. And yet, navigation just fell right in.

EJ: You never know, you never know where education like CMA going to kick in. Like I say, I worked 40 years for Chevron and my job was dealing with unions and including seafaring unions that may be a sup masturbation pilot. And it came in handy I had that training, I knew what they were talking about with the land lovers who were also at labor relations, they knew nothing about the sea, customs and jobs and the work involved. And so, it came in very valuable to me that even in labor relations where most of my dealings were with the land base unions and not seafare men, but it sure helped when we had to negotiate with a sea-going unions.

AJ: What about going to CMA now, if you were a young person now, would you still go to CMA?

EJ: Well, well it's hard to, we were ice age compared to you guys, you know, today with a draft board, breathing down my neck and being rejected by the Navy. My answer is yes, I would join CMA now, but the times are completely different now.

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AJ: Well now, well now it's a four-year program

RC: You know, the one thing I remember when I first went to sea, you know, I think we had a good education, but I would have already a C-1 cargo, a miserable ship. But I remember it went down to my first wash down the engine room and we had a fireman and had an oil order. His name when they never forget this guy, Blackie Perlman, great name. Anyway, he came up on the platform, we have maneuvering platform over the turbines that he can't. He says he's a now Mr. Carney and says, you're on board this ship. You've got your third mate, I mean, your third engineer, he's not going to teach you how to run an engine. And so, he taught, he taught me the prac- out of the textbook, unreal application on the chip. And so, I have to thank Blackie Perlman for really giving me the ropes and getting me started on the how to run an engine

AJ: Well, that's on record now, Blackie Perlman

RC: Good old Blackie Perlman

[01:08:36]

DP: Yeah, so, what is your favorite memory of CMA? Favorite memory of CMA, anyone?

LRT: Yes, I had my honeymoon longer. I longer I went through, first of all, I was swab when I came here, and I came home and the first thing I do is pushups. I like to tell him; I go to show these people outside and that's when I quit the up. You're gonna tell me. So, I could finish up, push up, push up. And I was training boxing at the time and I was in good shape. So, I did so many pushups. I say, what's not going to, they're not going to stop me. And so, I just took that, and I said, nobody's ever treated me this way by being mistreated that I talked to myself, this is terrible. And pretty soon my arms went numb and I just pumped down, and I just cut up and I just got to go knock this guy's head off. And the whole group, the whole bunch of grabbed my arms and called me back. But that taught me something that taught me self-control. I should have control myself. I could've lost it. And so that was where the first thing I had, I did at CMA, but then the longer I stayed in CMA, the more I liked it. And I liked the work I liked the people, I liked everything I liked my classmates. Oh, but he's good.

Yeah, and I liked everything I did. You know, you have in your life you have your abilities to do something that nobody else could do for you. That's achieved that. Marine engineering was that for me, it just came so easy. And I just loved it, cause get through and I hate to see it, but to grow up graduate cause I had this really senior Hayden's it hate to hit to get out of it where I took it and then I find out that really I really liked marine engineering. Later on, as I said, I got to be a mechanical engineer and electrical engineer with it, and I got be supervisors, and then retired after 30 years. You know, I got short, but I never did like anything, as well as I like Marine Engineering.

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DP: Fair enough

RC: Mine is, I guess the classified social, but you know, we don't have, you know, I was in not a fair of my life, but I mean that that SWAT veer would just, just going all the time. And there's a lot of people will walk member quite a few washed out. They couldn't cut it, second class, I really didn't want to haze other people too much.

EJ: I was against hazing

RC: As the first class, we were kind of isolated, you know, we just, we were, aren't they getting ready? And I don't mean to be unkind about all this, but I still have, my vivid memory is when we graduated with the Pacific Gas and Electric Auditorium, wasn't downtown and I just felt so damn proud to get through this to get this, get this done to get the graduate or just that was one of the proudest moments, my family was there that just, they were just a tremendous relief to have succeeded to gone through this. And it was a culmination of all that and I just felt so damn proud and I just hope my family around me and build as proud as I did to have made that goal to graduate.

DP: Well that's a common feeling in you know right now a couple of seniors graduating, having a family there.

EJ: Well both me and Bob touched on the, my favorite memories of CMA are the friendships that he made, not only with my classmates and even even the engineers, but other classes. Some of my closest friends are the class of December of 1942 and just a great bunch of people that we were associated with during, during that time. And then later on, I claimed to be the first President of the Alumni Association and I got to know just about everybody who had graduated and was still going to sea. So, I would say that my fondest memories of CMA is the friendships I've made during the time at CMA and afterward.

GC: Yeah, he just said it for me.

EJ: Yeah, we're always brainstorming.

AM: Well, Hey, yeah. Yeah, of course. Going from Schwab to certain class, I think it was a big event and a comrade ship with our classmates and then to graduate the highlights.

AJ: Okay, it's about all the time. We have a lot of for this, but if you have anything else that you want to talk about or feel we should have asked you that you would like to talk about, certainly can do that. If you think of something later that you wish you would've said and later is like, you know, a couple of anywhere from, you know, tomorrow till two weeks from whatever in the future you can feel free to get in touch with any of us or with Ben Bolin.

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EJ: I hope you enjoyed it as much as we,

AJ: Oh yeah, this is great, this is absolutely great and you're saying if you have any photographs or memorabilia or anything that you wish to share with the CMA archives, that would be very appreciated.

EJ: I made a contribution this morning to Ben, so he's got a lot of a lot of stuff, blah, blah memorabilia.

AJ: Yeah, we can make photocopies of things. Don't think that you have to part with your work.

EJ: We're part of, I totally, these guys had a letter when we were planning for our event today, that stuff that you have been guarding all your life. You know, when we die, they're gonna throw a dumpster anyway, so give it to CMA now. So, I brought this stuff today. I don't know what the rest of you guys, but good point

RC: In the afterlife, if you ever get down to LA, my spouse is a docent at the L.A. Zoo, if you like going to zoo and she would give you a tour. And I'm a docent now at the Gene Autry Museum of the West and I would be more than happy to give any of you a tour right now. And if you ever know,

AM: I'm involved in San Pedro, or lane victory, a World War II Victory ship. I never sailed on a Victory ship, but I was on Liberty ships and many others. Can I say we have a summer cruises, we go out to Catalina for the day and back?

EJ: Tell her the price, the price.

AM: Well, we might be able to squeeze somebody aboard if they let me know ahead.

EJ: This is a great trip; they have submarines not too often a nuclear sunbed made arrangement.

AM: Navy came up with a submarine and made a little a work play war deal. And then they came alongside. There were about a hundred yards off, maybe a little farther off and live right along as we're cruising line. They went right along the side of us and then all of a sudden, they go, and I never heard so much noise in my life. All the air coming out of that, all that, she just kind of disappeared. But we have, normally, we have a World War II squadron in van Nuys, the AT-6 Texan airplanes. So that's your trainers then? They weren't fighters, but anyway they come out, about four of them, we'll have German markings on their wings, and they attack us. We have our guns on the ship. We have a five-inch gun, 20-millimeters and we have the armed guard guys fix them up with propane. So, they go pump up and shooting at those airplanes. They come down, then

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pretty soon they come, about four or more over with American, American markings, and they come down and kind of drive away --

EJ: And the good guys win.

[End of interview]