

California Maritime Academy Library

# Interview with Joseph Devine & Bernhard Ruth

Oral History Project

Interviewee: Joseph Devine & Bernhard Ruth  
Interviewer: Joseph Mahach & Sidney Palmer  
Date: October 11, 2008

Place: Cal Maritime  
Transcriber: Rev.com

## Preface

The following oral history is the result of a recorded interview with Joseph Devine and Bernhard Ruth conducted by Joseph Mahach and Sidney Palmer on October 11, 2008. 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.

Joseph Devine and Bernhard Ruth are graduates of the class of 1943, Deck.

## Abbreviation

**JD:** Joseph Devine  
**BR:** Bernhard Ruth  
**JM:** Joseph Mahach  
**SP:** Sidney Palmer

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## Interview Outline

- 00:59 What degree program were you in? What years were you at Cal Maritime?
- 01:40 What do you remember about your training cruises aboard the Golden State?
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- 03:29 What was your experience in the Port of Stockton?
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- 29:45 Mr. Devine, how long did you keep your Naval Reserve commission active?
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- 34:45 Did you get off campus (off the ship) very much?
- 36:12 What did you do for fun when you went off campus?
- 36:52 Do you remember any social events, like dances?
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44:08 What's your fondest memory of your time on the school ship?

47:36 Have you visited the Academy in recent years?

48:15 How do you think the Academy has changed in the past 65 years?

49:29 Did anybody else in your family come to Cal Maritime?

50:38 You waited to get married until after you'd been sailing for a while?

52:49 Mr. Devine, how long were you a Bar Pilot?

53:03 As a Bar Pilot, was it easier to have a family life?

53:37 When did the Bar Pilots get rid of the sailboat they used to pick up the pilots?

55:56 Were there any other things you wanted to add?

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## Interview

**JM:** Good day. Today is October 11th, 2008. My name is Joseph Mahach.

**SP:** I'm Sid Palmer.

**JM:** We're cadets at the California Maritime Academy. Today, we will be interviewing Bernie Ruth, born on November 2nd, 1923 and Joseph Devine, born on February 6th, 1923. Both are alumni of the California Maritime Academy. This interview is being conducted for the California Maritime Academy library oral history project, being recorded by Michelle McGrath at the California Maritime Academy. Okay.

[00:01:01]

**SP:** So, I'll ask one of you guys a question, and we just need to go back and forth, why not? So, both you guys were in the year 1943, right? And what degree or program were you guys in when you guys were in?

**BR:** We were both cadets at that time. The program was call Navigation and Seamanship.

**JD:** Seamanship, yeah.

S- And when did you guys start on that?

**BR:** 1942, when was it?

**JD:** January.

**BR:** January of [19]42.

S- And you graduated, was it 1943?

**BR:** And we graduated in June of [19]43.

**JD:** Graduated in June [19]43. We entered in the [19]42, January.

[00:01:43]

**JM:** And do you guys recall your training cruises aboard the Golden State?

**BR:** To, yeah, if you want to call it that. We went up the river to Stockton.

**JD:** That was the big trip, yeah. The rest of the time it was from, the ferry building to...

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**BR:** Down to South Bay.

**JD:** South Bay, most of the time.

**BR:** And then we went up to North Bay.

**JD:** We went up to North Bay right off of San Rafael, just above the Paradise Cove.

**JM:** Okay.

**JD:** And, and we did, sometimes during the day where he'd anchor, steam up in the island, for navigation, coastal navigation. Other than that, it was, you know, we would make two or three trips to Stockton. That was a big...

**BR:** Yeah, that was a big event.

[00:02:40]

**JM:** About how long were you guys out when you would go on the training cruises?

**JD:** About three months. They called that, training.

**BR:** When we were on a training cruise, we did, we just fooled around in the Bay because they wouldn't let us out the gate because of submarines.

**JD:** Right.

**BR:** See it was war time, it was on then. So, we couldn't get outside the gate. So, we went down in the South Bay and we steamed around down there or went up into North Bay and we steamed around there. And then his joke says, the highlight of the trip was the cruise up the river to Stockton.

[03:29]

**JM:** What was it like and did you guys go into port in Stockton or did you just--

**JD:** Yeah.

**BR:** Yeah.

**JM:** What was that like going there?

**JD:** We stayed there for close to a week.

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**JM:** Okay.

**JD:** We had the hello Open House.

**JM:** Yeah.

**JD:** To the public, they used to come aboard. I was, I think I was a mess. Mess cooks.

**BR:** Yeah.

**JD:** They had a luncheon for the governor, who was it, Marion Olson, I waited on his table. There was a big, big thing in my career.

**BR:** Yeah! Served the Governor of California.

[04:28]

**JM:** Do you remember who your commanding officers were? The captain?

**BY:** Captain Hill.

**JD:** Captain Hill.

**BR:** He was there the whole time that we were there.

**JD:** Yeah. Mayo and... Dobson was the executive officer, Bennett Dobson.

**BR:** And he went into the Navy.

**JD:** Yeah.

**BR:** And I don't remember who came in after that. Severance?

**JD:** Well Severance was there--

**BR:** Yeah, because Captain Mayo and Severance were pretty good because they were both Navy, you know?

**JD:** Yeah, they were in Annapolis.

**BR:** They were both graduated in the Naval Academy.

**JD:** We had a, every Saturday morning we had inspection parade and inspection in the park. We had, it was originally a parking lot, but they turned it over to us at the ferry building

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and they, he had a classmate of his was gonna inspect this and he was a Rear Admiral. And there we were all standing at attention. He introduced them and his name sounded something like Moore or something like that. But, at the time we all knew it. He would, he was married to a movie star. She was a German.

**BR:** Yeah, I knew who you're talking about, right? But I'm bad on names now.

**JD:** I'll think of it, but anyway. I remember everybody turned to look as soon as I heard the name.

**JM:** Okay.

**BR:** Eddie Lamar.

**JD:** Oh yeah, Eddie Lamar, that's it.

[06:41]

**JM:** We go onto the student life questions now.

**SP:** What made you guys come to Cal Maritime? Like, why Cal Maritime and not...

**BR:** What happened to me, I was, and I don't know about Joey, but what happen to me. I was going to, to junior college, and the war came along in December and they put a notice out that Cal Maritime Academy was conducting entrance exams. And I said, oh, shoot, this is the way to go on this thing. Cause I kind of liked the sea anyway. So, I, three of us went up to the ferry building.

There was Hugh Pennebaker and Suge Burkedoll and I, went up there and, and took the exam. And then they notified me that I was supposed to go down to Los Angeles to take a Navy physical because we got commissions at that time, Naval Reserve commissions. So, you had to have a Navy physical. So, I had, I went through that in Los Angeles. And then I hadn't heard, I didn't hear a thing from them.

And then finally they called me, and they said how come you're not up here? And I says, I didn't even know I was supposed to be. So, then they said, well, can you come tomorrow? And they said, we're gonna send all of the paperwork to you, special delivery and you should have it in the morning. And then you come on up here. And that's, that's when I came in and we kind of staggered around and coming on board. We didn't come aboard as a class. We just kind of driveled in.

**JM:** How about you Mr. Devine? What brought you to Cal Maritime?



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**JD:** In particular, the sea, mostly. Being from San Francisco, I was kind of close to, and I had worked, when I left high school, I took the exam for the class of [19]41, we had to, the entrance exam was in [19]41, but I always an alternate. So, I went back and studied and worked as a journey, or apprentice electrician. And this exam came up in December. I think it was December, we took the exam.

**BR:** I was trying to think when it was. I know it was raining. Man was it raining when we went for the exam.

**JD:** So, I had no problem passing this time, but... Yeah then there was, they took us in about six at a time, right? Probably for of the original. So, it was at Johanson and, Johansen finished his studies at Stanford for his degree while he was on the school shoe. And he'd get up in the morning, or at night and he'd be studying, and he'd go down then the Ford holes, one of those 40-wad lines down there, and he'd be studying for his final exams. And he graduated, at June, from Stanford.

**JM:** That's impressive.

**JD:** Yeah.

[11:07]

**JD:** When you guys, when you first showed up, where were you living? You guys live with everyone on the ship?

**BR:** We lived aboard ship, yeah.

**JD:** Yeah there was no facilities other than classrooms.

**BR:** We had classrooms in the ferry building. And, but, Chow and sleeping was who was aboard ship. So, they had to limit the number of cadets that we could have on board because the ship would only take so many.

**JM:** Had you been on a ship before coming to Cal Maritime?

**BR:** Pardon?

**JM:** Had you been on a ship before coming to Cal Maritime?

**BR:** No, I hadn't.

**JM:** Yeah.

[11:44]

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**SP:** How was San Francisco, how was the San Francisco Bay area, like the reaction to the war and whatnot when you guys were here?

**JD:** I think at first it was kind of scary. I would say, when the war started, I was living right in San Francisco up on Larkin street and there was a bakery around the corner, French bakery, Mamou's French and he spoke very little English, but he always owned a bakery there. And he'd get up at 4:00a.m. four in the morning to start baking and turn the lights on, and somebody threw a rock through his window. His plate glass window because they, it was supposed to be a blackout. And--

**BR:** Oh, he had the lights on.

**JD:** Yeah, he had the lights with no shade, you know?

**SP:** Did you see a lot of that in Vallejo as well? Or when you, once you came to Cal Maritime, did you see a lot of that?

**JD:** Well we never--

**BR:** We never came to Vallejo.

**SP:** Oh, I mean--

**BR:** I've been, we came here when they were looking over the site to move here and, but we never came.

**JM:** Because you guys were the last year.

**BR:** Yeah, we were in the last year at the ferry building because the next class behind us moved over into... it was kind of temporary quarters at that time.

[13:39]

**JM:** When you guys were in school, what were the most challenging courses that you guys had to take?

**BR:** Well, we were deck, let's see what, navigation probably?

**JD:** Yeah, I think it was just navigation and, and we had some physics, but...

**BR:** Yeah, we were supposed to see, Dotson was going to teach, spherical trade. And then when they started, they, we went over there and we were set up for two years and then they kept shortening it down and it got down to 18 months and so Dotson was going to

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teach spherical trade and then they cut that out because, because, well, we've only used spherical trade for great circle navigation and what have you.

**JD:** That was, those were cut back because they were coming out with the books like... I forget it was H-O 120, where the spherical trade was--

**BR:** Well, it was on table.

**JD:** It was on tables.

**BR:** Yeah.

**JD:** So...

**BR:** We had, I started out with navigation. I went with adjective H-O2 14. And then when I started going to sea they said, that's too, that's too old. You used what? We used... dryson stock. The H-O2 206 or 208? And then, when I went on the Mad Suddy, we had a whole, whole library of tables, and it was so easy.

[15:45]

**JM:** What was your favorite course? Favorite subject?

**JD:** I guess Seamanship.

**BR:** Yeah.

**JM:** You two, who taught that...

**BR:** We had a guy who ran the name of Patty McCarty.

**JD:** Yeah, he was a civilian. Yeah, and he anybody's from the sailors union.

**BR:** Yeah.

**JD:** Yeah, he was great.

**BR:** Yeah, we learned to do splicing and the knots and all kinds of stuff. And Patty McCarty was the one that says, nope, sit on the cold deck or you get the pile ups. I remember, I remember him telling me that. He says don't sit on those cold decks.

[16:31]

**JM:** Who was your favorite professor, or did you have a favorite professor?

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**JD:** Mine was Lieutenant Miller. I mean... One of the buildings is named after him. And he was, he was from the class of [19]34, I think...

**BR:** He was a first Lieutenant to board the ship.

**JD:** He was, he was good. I saw him quite a bit after..

**BR:** I told you what happened to me. My wife died in 1998 and I've been taking my grandchildren on cruises. So, we had, I had two grandchildren, two grandsons left. And so, when she died, my daughter said to me, dad, she says you gotta take those boys someplace. You've been taking the girls. So, I took them on a cruise from San Francisco to Alaska and back. And I had my, I would, I have my CMA cap? I had something on that said CMA. And this lady came up to me and says, she says CMA. She says, I know about, and she says my name is Cathy Poole and my father was Ed Miller.

**JD:** Oh, for crying out loud.

**BR:** Yeah.

[18:08]

**JD:** He's quite a guy. He kind of, he got me in trouble. I had graduation. I think it was about a week before we graduated. We were taking off coast guarding in St. Anne's. And I finished fairly quick. And when I got back to the ship captain Ed Miller said to me, he says, would you, would you consider going to sea you right away? He said that there was a ship that's being held up because they don't have any personnel on it with, licenses. And I said, sure.

And so, I went down to the ship and the first mate was a graduate of CMA and he was a class of [19]40, [19]40 or [19]41, I forget. And so, they made a trip with him and we ended up in New Orleans after going through the South Pacific. And we get to New Orleans, and I signed on again. He went and got his chief mate's license. He was acting on waiver, second, he had a second mates license. And he ended up taking the chief mate's license. And I stood by on the ship for a minute while he was taking the license and studying too, and then, then we went through the East Coast and then made three trips across the landing to England. One to Wales, Liverpool, and Glasgow.

And on the way back from Glasgow, we he hit a bad storm and the ship fractured quite a bit. So, we couldn't run more than a knot, two knots starting out. We didn't, in the rough weather, she was just, the cracks were opening up. So, we made it to the, oh yeah, they had a little Canadian Corvette stay with us and we made it to the Azure's Took about two weeks at slow speed. So, we got down in there and we stayed there for 40 days. And then we got, we've got a convoy to come down from the Mediterranean to the East coast. We

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got, made it to New York. And I got a hold of my home and they said gee, the Navy's been looking for you and even the FBI.

Sorry, I said, well what do they want? And he said, well, you never signed for your commission. And I said in the last thing from the FBI was that I was to report to the, draft warden. So, gee I got back and told the draft warden and they said, well, we're kind of mixed up. We've got three-day blinds. I had two brothers in the service and said one is supposed to be an Italy and, and the other ones in England. And he says, and we never did find out where you were.

So, he ended up bargaining to get in the Navy. I was, I was assigned to another ship as second mate. I got my second mates license, by the way and they got on the ship and the next thing I know, I'm, I get assigned to a Navy ship. They were, it wasn't even built yet. And I went up to Burmington and sailed on this Navy ship two years until the war ended and little bit after because we were carrying, it was an APA and we could carry... principally we carried Marines, about 1,500 and we had 26 LCVPs and two LCM's.

**BR:** Is that one of those Liberty, Liberty holes? I mean, not Liberty...

**JD:** Victory.

**BR:** Victory hub?

**JD:** Victory, yeah.

**BR:** The Navy had a lot of those.

**JD:** Yeah.

[24:10]

**SP:** Is that what you guys did once you graduated? You also went into the Navy?

**BR:** I didn't go in the Navy, no. I did, I stayed in the Naval. See, I had a Navy, we all got a Naval reserve commission when we graduated. And, so when I quit going to sea, I stayed in the Naval reserve and participated because it gave me a chance to go, to see once a year. You get two weeks active duty for training, and,

[24:40]

**JM:** What did you do besides that when you graduated?

**BRD:** What did I do? When I graduated, there were three of us went down and we signed up with what they call the war shipping administration. And you went down there to see if

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there were any jobs. if there were any jobs, they'd pay you, gosh, I don't remember what they paid us. And then they put us up in a hotel and they paid our meals. And then three of us went down one day and they said we've got three openings as a junior, for junior Matsonian. So, Art Morrison, Jean Colfax and I went down and got aboard the Matsonian and it happened to be the mate on there was, the chief mate, was fella by the name of Ray Russell, who was a CMA grad from class of [19]33 or [19]34. And, so I stayed with Mattson. I mean, on Matsonian's third mate, I took what, I took one cruise to, to Hawaii. And that was in July of 1943. And we came back and then we went into the, into the shipyards down at Hunters Point. And we were in there six weeks. And then when we came back out, we took a cruise from San Francisco to Brisbane, Australia and back.

And, and when I retired, I took one other cruise. And then they put me on the, on the modern Willy which was mass and crater on the run to, to the islands and back. And I stayed on the Mona Willie as third mate. And then I went second made on the Mona Willie. Then I, when I was second made on Mona Willie they called me and says, hey, come back, you're going to be the second mate on the Matsonian. And I went second mate, on the Matsonian and then I went first mate on the Matsonian. And that that's when I decided to get married. And I decided the life of a sailor wasn't the life for a married man. So, I quit. And, but I kept my Naval Reserve training in July. So, every year, I got a cruise every two weeks.

[27:38]

**JM:** How long did you stay in the reserve.

**BR:** I stayed in the reserve for... Well, I had 20 years in and what happened is, I've got passed over twice for promotion. I was a Lieutenant Commander, Naval reserve, never had any active duty at all. How I made Lieutenant Commander, I don't know. And so, they sent me a letter and said, you've been passed over twice for promotion. You're going to have to get out. They gave me three choices. They said, you could go on the inactive status list or you can resign, or you can go into the Naval Reserve.

So, I said, well, shoot, I'll stay in the reserve. And that's why, I got all those cruises. And then, so after 20 years I got over there and, and they wrote me a letter and it says well, you're eligible to retire, but you haven't had any active duty. So, you don't, you don't get any retirement. I said, oh, okay, well, that's the way it is.

Then what happened was the, and this was a fluky thing. The secretary of the air force declared Merchant Marine officers as veterans. And that also made me active duty in the Navy and the Navy retired me. I mean, they started putting me in retired pay. And in fact, they went back to the time I was eligible, and I got, I got a check for \$30,000 from the Navy for that. And so, I'm still drawing Naval reserve pay. Didn't amount to a whole lot, about \$600 a month or something but, shoot, that's better than a kick in the pants.

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[29:45]

**JM:** Okay Mr. Devine, how long did you keep that, that Merchant Marine reserve commission?

**JD:** It was long after...Korean war. Okay, I don't know, let's see... Might've been 10, 12 years there. They were cutting back. It was well after the cease fire. At that time, I was... towing the...Korean war. I was towing sections of dry dock out to Guam from Pearl Harbor And two trips, that was well over six and a half months just between Honolulu and Guam. And so, we were working with Navy tugs too. They were towing barges and they had these beautiful... Tugs that had 3600 horsepower, and we're running over there at 1800 workers. But I was disenchanted with the Navy. And there was some Navy officers, giving me a bad time. I quit sending in, always sending in these tests, the Naval reserve. These guys just made life miserable for me. So, I just said no, I wouldn't want to get involved with anybody like that anyway, so.

[32:12]

**SP:** Do you wish that you had gone to engine instead of deck?

**JD:** No, no. That was, my brother was pushing me to engine room.

**JM:** You guys did do some time in the engine room though when you went to the Academy?

**JD:** Yeah.

**JM:** What was that like?

**JD:** It wasn't good.

**JM:** Warm?

**JD:** The deck plates were corrugated steel, or they were a non-skid, but we used to have--

**BR:** The diamond plate.

**JD:** We had to keep them more clean. We used to what was called--

**BR:** Soil.

**JD:** Soil, soil, and so, I would stand and watch, like two, three in the morning I left the state pressure, you know, kept changing the burners. And I didn't, and I got that involved with cleaning the deck and the next thing safety going off. That was the last time I took over the, the said you gotta go to the deck. The chief engineer first up, and they were wild.

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[33:41]

**JM:** What'd you guys think of wearing a uniform when you came to the Academy? Was that a big change to wear the uniform?

**JD:** Well, it took, it took a while to get the uniform.

**BR:** It took us a while. And then, and it was a war. We were supposed to wear them ashore too.

**JD:** Yeah.

**BR:** Yeah.

**JM:** Was that nice being around in the city in uniform? Did you get a lot of attention for that?

**BR:** Well, what I did is I went ashore in civvies one time and I went into a theater down on market street. And this woman says to me, you four F, she said.

**JM:** Oh yeah.

**BR:** Because that was those, about the only ones who were civilians were those who flunked their physicals for the draft. And so she called me a four F. That was the classification for unfit for duty.

[34:45]

**SP:** What did you guys do, like, you guys didn't get off campus that much, or off the ship that much, right?

**BR:** We got off on the weekends. Only, only when we were third class, when we had what we call restricted watches and you didn't get, get to shore on the week, those weekends. And then they had, Liberty expired on Sunday night and the third clasmen, or was it 7:00 p.m. or 6:00 p.m.? And the second classroom was 7:00 p.m.. And if you were a first class then you got to stay out till 9:00 p.m. at night. Big deal.

**SP:** What other things did you guys do to pass the time, like for fun from your Liberty and while on campus?

**JD:** Well, when you're aboard ship, there is no free time that I remember.

**BR:** We used to have a thing they called the school chip song. And one of the lines of it, or one of this stanzas was, bring your friends to see them a and watch them work without any pay.



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[36:12]

**JM:** What kind of stuff like in the city would you guys do for fun.

**JD:** Movies.

**JM:** Movies?

**BR:** For me, well, he lived there.

**JD:** Another boring race. All my friends were on the service. It was kinda rough

[36:52]

**JM:** Do you guys remember any social events you guys had? Like, did you guys have the ring dance when you were there? Did you do that?

**BR:** We had some dances. I remember the first dance we had, they said we'll arrange dates for you. And they had these gals from... San Francisco City College.

**JD:** Oh yeah?

**BR:** And the one I got, all she wanted to do is go to the barn, buy booze. And shoot, I didn't have, I didn't have that kind of money.

**JM:** So, we talked a little bit about the social events and stuff like that. Were there clubs in involved in the school back then?

**BR:** No.

**JM:** No, no clubs? Okay.

**JD:** We banded together as a class.

**JM:** One big club?

**JD:** Well, there was a lot of hazing starting off.

[37:51]

**JM:** What was that like?

**BR:** When we were third classmen. Yeah, that was the big thing. Physical, funny for you, pushups, the old bootcamp type thing. We used to call them assholes, yeah. And, and I,

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boy, I regretted those things. They get over there and they get us down. They strip you down to just your skivvies and then you would pushups, or all kinds of physical exercise until one person passed out. If one person, as soon as one person passed out, then they cut it off.

**JD:** The, when we were first there I think the whole class, would've been maybe a month or two months and the Navy wanted us to take a physical, or, well yeah, there was a doctor there. They took us up to--

**BR:** To up the navel--

**JD:** Yeah, the Scottish riot auditorium. And we, they had, it was the Navy. And then they would have these things, the chin up bars and pushups and all the rest. And, oh yeah, when we went, we went with our work dungarees and there were, you know, and they never did fit, over your shoes, and everything was kind of store bought so it really didn't fit. It was either too tight or, bad. And then we wore a sailor hat but, when we were on the ship or, or when we're by ourselves, we had them folded certain ways. So, they look kind of spiffy. But when we went up there, the upperclassmen said, no, you wear those things with the brims up.

**JD:** The square.

**JD:** Squared. So, we went and half of them had fallen down over your ears and the rest of it. And we went up there, and they started with the pushups and they had to stop us, you know? And they couldn't believe that, you know, that were, could, the whole class could do these pushups and then the chin-ups, they were supposed to do 10. And then we said, any of us said that they couldn't do 20, you know, and they just couldn't believe it. And when you looked at each other, we were a sad sack working bunch. We were doing better than the other classmen we're doing, you know, they, kind of mellowed out over the years. Yeah, I remember, there were, the guy said, what are you doing here? We said, well, we live on the ship. And they make us conform and this is part of the process, doing these exercises.

[41:58]

**JMD:** We read in your yearbook, you guys had that a dog.

**BR:** Oh Soogie, Soogie.

**JM:** And, and Sue Jackson passed away, around the time that you guys were there?

**JD:** He disappeared.

**JM:** Disappeared.

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**JD:** We figured there's a lot of Navy ships in there. They were, of the battle ships in New Jersey and a couple of cruisers. And they were, they were kind of doing repairs at the dock. We think some sailor got a hold of him because he had free access to the gang way he would go where we wanted. We think somebody picked him up.

**BR:** I think in that hose pipe, isn't there a picture of Soogie in there?

**JM:** He's in there, yeah.

**BR:** I think it's in there.

**JD:** Yeah, he used to go to the bathroom through the... through the ports.

**JM:** And after he disappeared, you guys got a new pet, did you? New mascot?

**JD:** I don't remember actually.

**JM:** That'd be him right there.

**BR:** Yeah.

**JM:** Yeah? It said you got a new pet named Margaret.

**JD:** Do you remember that?

**BR:** Can't remember that.

**JM:** Okay.

**BR:** I don't remember that. I remember Soogie.

**JM:** Soogie, yeah?

**BR:** Soogie used to be soap and water.

**JM:** Okay.

**BR:** I don't know whether you guys call it Soogie anymore. In fact, I was... talking to a guy, who, who was in the military sea of transport system and he was telling me, he said, we used to take Soogie and and wash down the bulkheads in Manhattan.

[44:08]

**JM:** Well, what's your most fond memory of your time at the ferry building and on the ship?

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**BR:** Friends. That was my days. The people that I knew.

**JD:** They were a pretty loyal bunch.

**BR:** Yeah.

**JD:** On the school ship, going from the main deck, you weren't, to get to your quarters, you went through the midship house, and there was a companion way that went down to the berth deck. And at the end of the berth deck, there was this locker room, no doors on it or anything. And there had a rod that must've been 10 feet long, and all of our uniforms--

**BR:** Used to hang the uniforms up there.

**JD:** Just about the time we finished taking our coast guard exam, I got involved with my cousin, girl, she wanted a date. If I could get somebody in, I got Scott.

**BR:** Stan Scott.

**JD:** Stan Scott, yeah, to go out with her. And we went to a, to this dinner and dance at the... Big hotel...

**BR:** St. Francis?

**JD:** No, the one on Margaret Street.

**BR:** Oh, The Palace.

**JD:** The Palace, yeah. And so, you know, we got drinking a little too much. And, the girls went to, they left their coats with us and they, they went to the ladies' room and this girl that I was with, she had a fur coat, and the Scott insists, we gotta get back. We gotta get back. I said, why? We gotta get back to the ship and off we go with the coats. But, Jesus, my cousin was wild 'cause this is, this was this girl's fur coat and, the next morning, I couldn't remember what it, you know, I got this message. And I said, what the hell did I do with it? So... Kevin from mess went back down the ladder, and here, here's all these coats all lined up in there, in the middle.

**BR:** It was a fur coat.

**JD:** There was a fur coat.

[47:36]

**JM:** But you guys have been around the Academy a few times in recent years and stuff?

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**BR:** We came here... I was thinking, we did we come? We came to a barbecue here. Gee, I don't know if you remember when that was. Taylor hosted this thing, our meeting, was in charge and set the thing up.

**JD:** Well, I used to drive my son up here until he got a car.

[48:15]

**JM:** How do you guys think the Academy has changed over 65 years?

**BR:** Yeah, all we had, all we had was, we were aboard ship and we slept and we ate there and, and classes in the ferry building. And we had some classrooms there and, and we had a pool hall, pool table down, down in the lower end of the ferry building.

**JD:** And there was a basketball court.

**BR:** Yeah.

**JD:** And half a basketball court. All the drills or anything that we did, was out in that parking lot.

**BR:** That's one thing you guys don't do. You don't do any drill anymore. So, and we used to drill every Saturday morning. Get over there and do marching drills. And we all had Springfield, Springfield rifles. The old Springfield with the bolt action thing.

[49:29]

**SP:** Were there anybody else in your family that went to Cal Maritime?

**BR:** His sons.

**JD:** My son.

**SP:** Your son went in after you?

**JD:** Yeah, just one son. The other, the older son went to work for Crawley, bread stamp. He ended up as a pilot on the fireboard, but he passed away last year. But, oh, I have a cousin that went here, Mahall. He graduated, Tim Mahall. He's a bar pilot, yeah. He graduated some time...in the [19]80's I guess.

[50:38]

**SP:** You said you got married after you'd sailed for a while?

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**BR:** Yeah, I was, first mate on the Matsonian and I decided to get married, and I'm married, I married, Cole Faxe's cousin.

**JD:** Oh yeah?

**BR:** Yeah. And so, I said, well, I'm going to quit. And Rita said, that's all right. She says, you can go to sea, she says, I can stand it. And I said, well, you're going to have to move to Hawaii because that was the longest period I had. I had eight hours in San Francisco. We'd get in at, at 8:00 a.m. in the morning and 4:00 p.m. in that afternoon, we were, we were off and sailing again. And we did what we call a two week turn around. We went from San Francisco to Honolulu. Honolulu to, Long Beach now, Wilmington. Went to Wilmington and then up the coast to San Francisco. When I was on the Matsonian, and when I went into the passenger business, again.

**SP:** What about you, Joe? When did you get married?

**JD:** People connected with the maritime industry I've ever run into quite a few from the Academy. The first bar pilot from CMA was captain Ross O'Laughlin. And he was about the class of [19]38 and the second one was Molanson and George Molanson. And he was a class, the first class in I think it was [19]33. They both passed away since, yeah, I was the third CMA graduate, bar pilot.

[52:49]

**JM:** How long were you a bar pilot for?

**JD:** 26 years until I came down with diabetes. I would've stayed longer; I was 65 when I went down.

[53:03]

**JM:** Being the bar pilot, was that easier to have a family life being there?

**JD:** Not really. You're, well, you're home. It's changed quite a bit. When I was there, there was only 26 bar pilots and we worked about every other day. On a, you know when I was there, there's something like 60.

[53:37]

**BR:** So, you got rid of the old sailboat?

**JD:** Yeah, I was on the sailboat.

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**BR:** Yeah. They used to sit on the pilot station up there and a sailboat. There was a screw in there. We used to pick up the pilots.

**JM:** On the sailboat?

**BR:** Yeah, they were on the sailboat.

**JM:** Yeah, okay.

**JD:** Yeah, they, they had run boats. Originally, the sailors were, row a small boat that we call the y'all's between the pilot boat and that ship. And that changed, before I got there, they got into outboard boaters which was a step up.

**JM:** Little bit easier?

**JD:** Yeah. And then while I was there, the pilot boat drake was the first one we had built. She was here for a while, they turned it over to the Maritime Academy. We used that boat to go alongside ships. And that was the start. I was involved in that. And then now the pilot boats that have evolved from that, they're now like 106 foot and they go directly alongside too. The Navy complained and they didn't want any, any steel boats going alongside their submarines. So, we still had to give in a life raft boat. They want, and with an outboard motor go out from there. That was few and far between.

[55:56]

**JM:** Were there any other things that you wanted to add today? Anything we left out, or?

**BR:** I'm remembering a lot more things than I used to. Just things until you start talking about it, and then you say, hey, that reminds me.

**JM:** It's been great to have you guys.

**BR:** Yeah.

**JM:** Thank you, and we'll be sure to get you the finished product here.

**BR:** Okay.

**JD:** I've run into some graduates from the ships. And one of them comes to mind was a Harold Hike. He was quite a historian. And he wrote some factual accounts. One of them was, the book was about the German sailing ships. They went into the Baha, California, for the World War I, being turned, in front of that, and a lot of German sailors ended up living ashore, becoming Mexican citizens and he researched that and he was quite a

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historian. He spent most of his time up in the Puget Sound, and he's quite well known. And then there was another one by the name of Orca.

He got out sometime in the fifties I think and, he's the first one, he got involved with the Hewlett Pack, not Hewlett Pack, Texas Instruments, and designed a navigation course for them, the big program. And then also that was the first time I saw the quartz clock. He bought one in Japan and then had it. And he says, it's better than, a chronometer. And these were to step up those chronometers. Spend half of your time with the nurses.

**BR:** Yeah, I was, what ship was I aboard? I used to have my junior oh, it was on the Matsonian voyage. I used to have my junior mate wind the chronometer when we came on, when I was second mate on there because they wound up at noon and he forgot to wind. So, Burke told him, came over to me and he says, hey, the chronometers aren't wound. And I said, well, we better go line 'em. By the time we got in there, the darn things it stopped.

**JD:** Oh geez.

**BR:** Yeah, so to start them up again, you have to shake them and everything else. Had three chronometer and then you compared the three to make sure that they were all running about the same speed. And then they, we used to take time takes and put in the chronometer.

**JM:** All right, well, thank you much gentlemen.

**BR:** Okay well thank you.

**JM:** Thank you for sharing with us. Good to meet you guys.

[End of interview]