

California Maritime Academy Library

Interview with Herbert Rosen

Oral History Project

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

Place: Training Ship Golden Bear
Transcriber: Rev.com

Preface

The following oral history is the result of a recorded interview with Herbert Rosen conducted by Ronald Miller and Benjamin Bolin on October 7, 2007. 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.

Herbert Rosen is a graduate of the class of 1950, Deck

Abbreviation

HR: Herbert Rosen
RM: Ronald Miller
BB: Benjamin Bolin

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Interview Outline

- 00:36 What year did you graduate from CMA? What degree program were you in?
- 03:46 Could you tell us more about the "milk runs" you've mentioned?
- 04:47 Where did you go on training cruise when you were at CMA?
- 07:19 Who were your commanding officers on the training ship? Were there students in leadership positions?
- 08:58 What are some of your favorite memories of being in port?
- 11:03 Why did you originally decide to attend Cal Maritime?
- 12:06 Where did you live when you attended the Academy?
- 13:09 What were some of the most challenging courses you took here? Who are some professors you remember?
- 14:20 When you were attending the school, was it located in Vallejo?
- 18:21 Were you around when Mare Island shipyard was open and running at full capacity?
- 20:43 What kind of uniforms did you wear in school?
- 21:29 What did you think of the school uniforms?
- 12:56 Did you have a group of classmates you were close with?
- 23:39 What did you do around Vallejo for entertainment?
- 24:41 What kind of social events did you have on campus, like the Ring Dance?
- 25:34 What kind of traditions were there at the California Maritime Academy? Was there rivalry between classes?
- 26:17 How has the Academy changed since you were here?
- 27:00 Is there anything you regret that you didn't get to do while you were at CMA?
- 28:43 Were you in a relationship when you left the Academy? Did you get married?
- 29:31 Were any other family members in the merchant marine?
- 30:06 Is there anything else you want to add?
- 30:34 When you graduated, did you go directly into the Navy or the Merchant Marine?
- 31:09 What years were you on active duty in the Navy? Were you drafted or was your reserve commission activated?
- 33:20 Could you talk more about the discharge books?

Interviewee: Herbert Rosen
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Interview

RM: All right, good day. Today is October 7th, 2007. My name is Ron Miller and I'm a cadet at the California maritime Academy. I'm interviewing Her Rosen who was born on...

HR: December the eighth, 1929.

[00:36]

RM: And the interview is being recorded by Benjamin Bolin, on board the training ship, Golden Bear on Day in the Bay. Basically, just to kind of get started, what year did you graduate from CMA?

HR: Okay, I entered CMA in August of 1947, and I graduated in August of 1950 at the age of 20.

RM: And what degree were you in? So, deck or engineering?

HR: Oh, I was in the deck department. When I graduated, I got a third mate's license, I got a commission in the Naval reserve and a commission in the Maritime, which wasn't worth worth much. But the commissioner of the Navy saved me during the Korean war. Because after I had sailed for three years, I got greetings. So, I went on active duty. Basically, I sailed tankers, and I went on the fleet oiler, AO51. And I was navigator on there and operations officer. I did my three years, no, two years rather. And then I went back to Keystone Shipping and I sailed for Keystone for 18 years. Ten is master. And I made a few more ship trips around the world. And also I... Mostly coastwise sailing.

And when I went to sea the most interesting thing, I ever had happened to me, I was Captain on a ship called the USS Suamico. And this was a Naval tanker, that was chartered, or leased, to Keystone Shipping, there were six of them. And Keystone ran these six ships, and on this ship, when I boarded her, I relieved another captain in Sasebo Japan. I spent six months on there, and then when we came back from a trip to the Persian Gulf, we went into shipyard in St. John's in Florida. And this was a clean oil tanker, and all the tanks were clean, and they were coated with, I forgot the name of the stuff they put on the tanks. And at that particular time, they were looking for a tanker to carry fresh water. Because in 1964, in February, Castro cup of water off to Guantanamo Bay.

And I'm proud to say I was the captain on the first ship to bring water at the Guantanamo Bay. And I always remember that, it used to take three days to load 120,000 barrels of water. Then it'd take you 20 hours to sail to Guantanamo Bay, and we used to go in on a prescribed route. Because the Cubans had little destroyer to welcome you in, it was like a patrol boat. And then I went in there and it used to be 36 hours to discharge. It was pleasure. I just made three initial trips, then I got a nice letter from the commanding

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officer of the base. Oh God, my memory escapes me, and this guy was a rear Admiral. And he was in command of a PT boat that took MacArthur out of Corregidor in 1942. His name will come to me. That to me was one of the most outstanding facets of my career going to sea.

[03:46]

RM: We spoke on the phone earlier about the milk run, can you actually tell me more about that?

HR: The milk run was the...

RM: That was it.

HR: That was the milk run. But I've been on other milk runs on tankers, where I ran up and down the coast, and I used to run. What I had piloted for was San Pedro, and mainly here in San Francisco Bay. And I used to run to the offshore oil Marines. I docked and undocked, actually more to a submarine pipeline, the Gabby Yoda, port San Louis. That was a tough job. And also, I used to go into Monterey Bay with the gasoline tankers. And let's see what else, also I did the [illegible], did I say it? Very admirable career. I enjoyed my time at the coast of West tankers. And when I was captain, I had to get pilotage, and from very came into the San Francisco bar pilots.

[04:47]

RM: So back to CMA, your training ship, where did your training cruise go to?

HR: Oh, I made a good trip on the training ship, the cruise of 1947, 48... We took milk to Europe. And we went to, this was canned milk, that they loaded into hull of the ship. And it was a big ceremony, and at the time Earl Warren was the governor of California. And his son Earl Warren, Jr, I don't know if he's retired now, but he was now he's been a superior court judge. But at the time he just came aboard, this was all publicity and everything. And we left and we went down to Magdalena Bay to paint the ship up, through the Suez Canal onto Gibraltar. And then we first port of call was Genoa, and we discharged the milk there. Then we went to Naples and we wound up in Piraeus. And then on the way back, coming back one of the cadets on that ship, Albert Macklemore Senior, his son just retired from the school. He had an emergency appendectomy, so we had to go into Funchal, that's an island, a Portuguese island. Just off the straights of Gibraltar. And that was nice, we spent 36 hours there, because they had to get him off the ship, or get some medical assistance.

If I remember correctly, he did stay on board for the trip back. And that was another, I wish I could write all this down. I should have made notes, you see, so to have everything. And that was a very interesting trip. I don't know what it is now, but that was

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Date: October 7, 2007

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it was one of the longest trips the school ship ever made, because the entire trip was not quite six months. Because we left in December, and we didn't get back to the end of the May, something like that. Well, you can look it up in my yearbook to be sure. And other two trips were okay, nothing to rave about. But I will say this, at my class we started with 36 in the deck, and 36 in the engineers. And 12 in the deck survived and 23 in the engineers, and as far as the deck guys, I'm the only one that went to sea. It's amazing. But I've have no complaints, and I had a very, very rewarding and good career. No complaints, I said that before, but I'll say it again.

[07:19]

RM: When on the one on the training ship, did you guys have commanding officers that were students, like student leadership positions?

HR: No, nothing like that. That was entirely different in those days in the school, the Captain of the ship was a fellow by the name of R.M.G. Swaney. I don't know if you've ever heard of him, and his nickname was the initials were R.M.G., but they called him radar's my guide. It's another interesting sea story about captain Swaney, there he is. Right. He was a very interesting man, and he was about 35 when he was Captain. And I always remember, I don't know if now, in those days a third classman was called the swab. So, I was a young kid, I was only 18 and they had me up there on the bridge cleaning around in the deck and everything. And poor me, I put this bucket of water right beside the entrance to the wheelhouse on this starboard side. Old Swaney almost stepped into it [illegible]. He almost fell on his rear end, and he gave me such a dirty look. I felt so small, as if I wanted the shrink into my shell, you see. But, what the hell. And then later on, what's interesting about it, after I became a pilot, I did see Swaney a few times. And the ship that I was Captain on was chartered to Chevron and I used to see him on the long Wharf. He was a good Captain. He did a good job. Very conscientious man. I didn't write anything down on paper, I think I left some of my sea stories.

[08:58]

RM: When you pull it into the ports, what were some of your best memories of the ports? For our students that was our best memories.

HR: Well, I could say this. I don't know if you'll print it. When I was on active duty in the United States Navy, and we went into to Hong Kong. And I want to a show at an Officer's club, which was beautiful. I'd never seen anything like it. The officers were really treated first class, and I saw this beautiful Japanese woman there. I just looked at her, didn't say anything. And then I came in the next day and I bought her a drink, and she asked me, "How was my sex appetite?" And the rest is history from there [illegible]. You'll print that I hope. Like I said, I was a young kid then, I was 24, 25. But as far as the Navy, and you asked me question about what, the interesting ports on the school ship?

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RM: Yeah, when you do a training cruise, I saw that you went to Naples.

HR: Yeah, Valparaiso was great.

RM: Yeah. I actually pulled into Valparaiso.

HR: Yes right, into the harbor. But I also ran in there on the coastwise tanker. I was on a union oil tanker at the time. Valparaiso was very interesting because then we went to The Maritime Academy from Valparaiso. In fact, there should be some pictures in there, in the yearbook.

RM: Okay, I'll look them up.

HR: And then, I also went on the milk cruise in 1948. We pulled into Naples, and 50 cadets went to Rome. 25 apiece. I was in the last contingent of 25. And we went up and saw Pius the 12th, I'm not a Catholic, but he did shake my hand. I thought that was great. That's a memorable event, really. In fact, when I was in last in Rome as a tourist, I made it a point to go down and, I don't know if you've been into the church there. But you can go down into the catacombs, and I paid a visit to his grave, just to say hello for what it's worth [illegible].

RM: So, I want to talk to you a little bit about when you were actually here at the school.

HR: Okay, sure, fire away.

[11:03]

RM: Okay, originally, why did you plan on attending the Calvary Maritime Academy? How did you hear about it?

HR: Well, I wanted a free education to be very honest, and I don't mind saying I can't regret one hour or minute that I put in here. Because I think it made a good career, I have a good retirement now. And I finished out my sea time of 29 years as the San Francisco bar pilot. And I piloted not quite 6,000 ships in and out in 29 years. That's a lively number really. No, I think the school is terrific, and if I had a son I'd send them here. And you even have women here, which I think is great. And I've sailed with some of the girls out of this school, one in particular, I always remember her name. Her name was Julie Duchi, and I don't know where she is today, but she was on the pilot boat as an operator for a while. And she was very good.

[12:06]

RM: Where'd you live when you attended the Academy?

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

Place: Training Ship Golden Bear
Transcriber: Rev.com

HR: Oh, I gave you the wrong address. I lived in Los Angeles, California. And when I attended the school, then after I got out of the school I moved to Santa Monica.

RM: Wait. When you attended here, where did you live?

HR: Los Angeles.

RM: I don't think you commuted, did you?

BB: Did you stay here on campus?

HR: I stayed here on campus. Oh, well, listen. I'm behind the times, in my day you didn't go any places. A third classman, you got Saturday off, from noon until 10 o'clock at night. When you got elevated and up into the semi stratosphere, to a second classman, you got to Sunday morning. And then when you became a first classman, you had off the Friday evening to Sunday night. I even met my first love in Vallejo, California, a beautiful girl. In fact, there's a picture of me in the... Graduation book from '49. And my date at the time, I often wonder where she is today.

[13:09]

RM: What were some of the most challenging courses you took here? Professors that you remember.

HR: Oh, they were all okay. At that time, Ralph Swaney taught navigation and the rules of the road. In fact, Ralph Swaney was the guy that really got me interested in sailing tankers. He used to talk about them all the time, and he himself never sails on a tanker. He was with Leckenbach Lines, which was an old intercostal company in the 30s. And I'm proud to say I was a tanker stiff all my life; I did ride on a few cargo ships because it was tough to ship there. When I graduated shipping was tough when I finally made it on the tankers. So good ships.

RM: Would you say Swaney was your favorite professor while you were here?

HR: Well, the guy I really liked, he was a tough old bastard, was Fred Knee, he was the navigator. And it's funny, later on when I was Captain on the Coastwise tankers, and I had to take a pilot into Long Beach. I did my own piloting in LA. Fred was a pilot with Jacobson service, so he used to come on board. I don't even know if Fred Knee is alive today.

[14:20]

RM: When you were attending the school was it here in Vallejo or was it over in [illegible].

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

Place: Training Ship Golden Bear
Transcriber: Rev.com

HR: No, it was here in Vallejo, yes. Sure, in fact, the school opened up here in 1945, is when the school came here. And at that time the training ship was a Hog islander, are you familiar with a Hog islander? These were old ships that were built in 1918, and the government changed them over with the configuration was a high focsle head, and a high stern. And then the center of the ship was the bridge deck, and the bridge, and the rest of it. And the cadets looked forward to the focsle, just like the old sailing ship days, we got seasick with the rest of them [illegible].

RM: Some of the people I was speaking to last night were telling me about stories where, I think they lived in the front focsle, and they could jump up.

HR: At the forward end?

RM: Yeah, they could jump up.

HR: Oh, it was horrible.

RM: They were 13 feet, and they could jump up and grab the pipe on the drops.

HR: No, that's BS. You know what it was? They had two berth decks, they had a forward berth deck, port and starboard. And then they had after berth deck, and I'll never forget the first cruise I made on there. My bunk was right on Broadway and... They... Oh, it was horrible for God's sake, and just bringing that up is interesting. There was a guy, his name was Plant, I don't know, I forgot his first name. Not Dennis Plant, he was a graduate at school, or Martin Plant. And he was out of the Navy, he was a salt. He came back one night, and I have to say, my bunk was the lower berth. He had the upper berth. You know what that guy did? He was so gassed up, I guess he was so seasick. He puked right down on me. So, he was a gentleman, because the next day he shined my shoes and everything else.

But to be honest with you, I deep sixed them and got another pair. A pair of shoes in those days was five and a half dollars. He was an old soul, but evidently, he considered that most of us in the tour for his age. And he left after the cruise. Martin S Plant, that was his name, nice guy. He was really a short little stocky guy, but well-built. And then my second-class year, they thought more of me so I went up forward. And then finally, as a first classman, I was really forward on the port side, and I had no one above me. I had a nice bunk right next to the skin of the ship. The only thing was when you went to the heads on the old ship, and they were like an inverted sea, port and starboard was for the second and third class. But when the ship rolled, you could just think what happened. And then if you had to use the heads forward you bounced. Really, you really did. It was tough. No, it was tough, it was a lot of fun. When you're young, you can put up with a lot. I'm going to be 78 years in another six weeks, so I don't think at this stage of the game, forget it. But I'm glad to be here.

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

Place: Training Ship Golden Bear
Transcriber: Rev.com

RM: With air conditioning on these ships now.

HR: That's right, you guys have air conditioning.

RM: I can't imagine going through the Panama Canal.

HR: Oh boy, you've got it made easy, but it's very tough to go to this school now, isn't it?

RM: Yeah, the requirements get tougher and tougher.

HR: I don't mind saying that when I went to the school, my entire time for the three years, it cost me \$3,000.

BB: Yeah, you'll easily get that one semester here.

HR: This is what I understand is, for someone it's really expensive.

RM: I wish I could buy shoes for \$5.

HR: Well... Those shoes came out of the sea storage at Mare Island. They take you over there. But I also remember when I came into the school, they had a candy stand, they called it a gate dock, or something like that. And they gave you your uniform and the rest. It was very interesting.

[18:21]

RM: Speaking of Mare Island, were you around when it was open, and it was running at full capacity?

HR: Yes, I piloted ships up to Mare Island, and from there a Mare Island pilot took over. In my 29 years as a pilot, I handled about seven or eight submarines. And I would just bring them in over the bar, and take them up to Mare Island, and then the Mare Island pilot would come on board. That was an interesting thing to pilot a submarine, because I always noticed that the Commanding Officer would look out. And the reason he looked out, because the rudder on these atomic submarines was way above the water. And the way the rotor turned, that's how the ship went. Because they had transferred the commands down down the cutting tower to the main control room. But there was just the CO, a lookout and myself up there on the on the little narrow place where you squeezed it.

RM: Was Mare Island pretty impressive back in its heyday.

HR: No, not to me. It was just another place on the map, so to speak. No, no, nothing impressive. In fact, I remember going to the school, I used to have to ride into Pinole to

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

Place: Training Ship Golden Bear
Transcriber: Rev.com

catch a bus, and then go into San Francisco. And then I had to wait and take the bus back at six o'clock at night. The Greyhound bus, because in those days it was old highway 40. And you're speaking about back and forth, but in the old days in the school they used to have if you were really, they didn't like you, they had the paper detail. And the school used to have a paper delivered to the school, and it was delivered to the gate at the old bridge. And if you were on the list, so was at six o'clock. they'd wake you up at 5:30, and you'd go like this to open your eyes. And I finally, instead of going around, I climbed up the hill. That was the shortcut, get the paper to come back in time, so you can make six o'clock. And then they had the old mess hall, and then the guy that was the Chief belly robber was a fellow the name of Clarence Morgan, he was okay, nice man. But food was good, we ate out of trays, it's not like it is now. I went to radar school here, and I thought the cafeteria was outstanding. You eat like Kings. Really.

[20:43]

RM: What kind of uniforms did you guys wear?

HR: Khakis, that's all. Yeah, and I had a set of dress blues.

RM: Did you have whites too, or?

HR: No, nothing like that. The school was, actually, when I attended CMA the school was struggling to stay open. Every year that they went up before the state legislature to get funds. And we were all hoping and praying that we would graduate, that's why when I had my sheepskin, that was it, I was gone. In fact, the superintendent of the Academy was Russell M Irene. And before me was a guy named Claude Bemale, and he left when I came here. And if you notice the guard shack up at the top of the hill, that used to be the Superintendent's office.

[21:29]

RM: What'd you think of the uniforms the way they were?

HR: Oh, okay by my [illegible]. The fact that I took good care of them when I went on active duty in the Navy, I didn't have to buy too much.

RM: You just roll right into it.

HR: I rolled right into it. Put my strips, I was a JG when I went into the Navy, and I was at JG when I went out. But that's okay, I did my time like a good guy and I went right back to sea. I'm just proud I went to sea, that's all there was to it.

[21:56]

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

Place: Training Ship Golden Bear
Transcriber: Rev.com

RM: Did you have like a group of classmates that you were close with?

HR: Excuse me, I was only close to one guy. A fellow of the name of, well, very close, Don L May. I have to get the L in, because there's other Mays. And when Don graduated, he went to work for PFE. He saved enough money and he went to Hastings law school, it's an interesting story. And after he graduated from Hastings, they needed an attorney down in San Diego for a port director. And he became the port director down in San Diego, plus the fact he'd been to sea for three years. Don May is mainly the man that's responsible for building up the port of San Diego for what it is today. He was the nucleus to making it a seagoing port for commercial vessels. I ran there on the coastwise tankers and we used to discharge down, I guess it was 27th street or something. It was a scrapyard there, and that's where the pipeline was to discharge the heavy fuel oil. Of course they stopped the operation with the scrap while the tanker was there, didn't want any explosions. It used to be a little , so to discharge a crummy 50,000 barrels used to take about two and a half days. I had to laugh. All the deadbeats went to Tijuana, but I went up to San Diego itself. I knew some people there. And a classmate of mine, a fellow the name of Charles Bernard Louis. He lived in San Diego at the time, and he was a commissioned Officer in the Navy, and he had sea duty, he was shore duty there. And I visited him.

[23:39]

RM: I was kind of curious about what you guys would do in Vallejo, the entertain. It's sounds like you went to Pinole city.

HR: Well, I went to Pinole just to get the transportation. The only thing I did, to be honest with you, when I first went into Pinole was to see a movie. And then the guy by the name of Harold Simmons in the class behind me. And he fixed me up with a date, and I'll never forget this Vallejo girl, like I said before in the interview, she was my first love. In fact, we're in the '49 book for the ring dance for my class. And what could you do? I just had Saturday nights off, that's it. Not much, because they kept you on the school, it was more restricted then than it is today. I understand students don't live here on the Academy.

RM: They're starting to let some live off, yeah.

HR: Well you have to stay here, so you're right in with it, to do the studies and the rest. I think so anyhow. What else?

[24:41]

RM: Well, you actually spoke about the ring dance, but what kind of social events did it have?

HR: The ring dance was at the Palace hotel at the Rose room, I guess it's still there. And that the social function of my three years at CMA, to tell you the truth. It was a lot of fun.

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

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Transcriber: Rev.com

Everybody there, it was very good. They cook dinner and you take your date, and you go through the replica of the ring. And I even got her a nice little pin for her, oh, she looked gorgeous this girl, really did. I wish I had a photograph. Maybe there's one in the '49 book. Her name was Lillian, I won't say the last name, but she was a knockout, really was. Parents didn't like me, they thought I was a bum, because I went to sea. If they only knew [illegible].

[25:34]

RM: I'm actually kind of curious about traditions at the California Maritime Academy. I'm sure there was upper-class and lower-class rivalry, and there were a lot of traditions.

HR: No, you were a swab. The only time of tradition, I got my rear end beaten when I crossed the equator when we went down to. Oh God. What are you? If you said pollywog you were out of luck, you had to be a shellback. And until you said shellback, then you've made it. And there's also pictures about it in my senior book. You'll see. And that was brutal, that was horrible going across the equator.

RM: I've heard some stories about the equator.

HR: Oh God, they beat the tar out of you.

[26:17]

RM: Well, you spoke a little bit about it, but how has it changed? What kind of things have you noticed?

HR: Oh, it's the difference between day and night. I think it's... Harder to get in, it's more competitive scholastically. And I went to a graduation a year before last, and one of the students went into the Marine Corps and became a Jarhead. That's interesting, really. But at least they're letting women in here now, and I've come across a lot of good girls on the bridge. As far as the engine room, I don't know, because I've never been down to the dungeon.

RM: You're not missing much.

HR: I'm proud to be, like I said, I'm a decky. That's it.

[27:00]

RM: Is there anything that you might've regretted that you didn't get to do while you were at CMA? Or, did you feel that you pretty much...

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

Place: Training Ship Golden Bear
Transcriber: Rev.com

HR: Oh, I have no regrets, I really don't. None whatsoever. Absolutely not. I think that as far as myself, I can say that I took full advantage of it, and I went to sea and I got my licenses. I went as fast as I can. And in those days, I got my license, shipping was tough when I went to sea. And I got my license in 1961 of May, and two years later, I started sailing as Master. And I sailed straight as Master for ten years, and then I came into the San Francisco bar pilots. And that was the culmination of a fantastic period as far as going to sea. And then if I'm there on in it was great. And now I'm retired and to tell you the truth, I miss it. I really miss piloting because of the thrill of going up and down the pilot ladders, taking over the command of the ship. And some of these Captains don't know the bow from the stern. Especially foreign ships, some of them, the Greeks are horrible. And the best ships I ever piloted were the Scandinavian ships, especially the Mayor's container ships. These were big ships, you brought it over the bar 985 feet. As long as you took them in and got them off the dock, then they pushed it alongside. But that was a tough job, it wasn't easy. To turn it around on the turning basin, even the APL ships here now. In the old days the turning basin in Alameda was ninth Avenue. And that was only 1200 feet, and you're turning your ship almost a thousand feet in length, that's hard, not easy. But we all survived.

[28:43]

RM: You spoke a little bit about how your relationship, were you in a relationship, married or single?

HR: Oh no. No, I didn't get married until later in life. I stayed single a long time. It's very difficult for someone to go to sea and be married. It really is, but it's funny, guys that go to sea and they get married. And then when they come ashore after a while their wives get mad, because then the husbands are there to tell them what to do. My ex told me that. But anyhow, that's another story. I'm saying too much. You're getting a good laugh out of this.

BB: This is good stuff.

[29:31]

RM: Were any other family members in the merchant Marine?

HR: No, I've never had any children, unfortunately. I'm just good old uncle Herbie My mother and father, no, my father was an accountant in his time.

RM: You're the first to really go to sea?

HR: If I had a son, I would say more so for, sorry, more so for a man. I would really encourage him to go to sea. And like I say, if I had to do it over again, I'd be right here

Interviewee: Herbert Rosen
Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

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knocking on the door. Absolutely. On a scale of one to ten, I'd give it a ten here. Really and truly.

[30:06]

RM: And on that note, is there anything else you want to-

HR: Oh, I can't think of anything else. I've had a good time.

RM: I think I've gone through most of my questions.

HR: I should have written some things down on a piece of paper. I have what's called a continuous discharge book, which I didn't bring. But I think I told you the highlights, like the water to Guantanamo Bay, which was very interesting. I think it'd be the first ship to take water there.

[30:34]

BB: When you graduated, you went directly into the Navy, or did you then?

HR: No, I sailed for three years.

BB: You went right into Merchant Marines; you didn't go into the Navy?

HR: No, I didn't, and then when I got greetings from Uncle Sam, I was on a ship coming into New York, of all places. And I got the mail and there was one A, and you know something? From the time I got off that ship, ten days later I was in Sasebo Japan on this fleet oil, USS Caliente, AO 53. Yeah. That's how quick it was.

BB: And so, was that not [19]53 when you were in Japan?

HR: Yes, I was on active duty, I graduated in [19]50 from...

BB: [19]53?

HR: No, September of 1953 to September of 1955 I was on active duty. And just on the tail end of the Korean War.

[31:09]

BB: You weren't drafted, it was just your commission in the reserve was activated?

HR: I was activated, it was either that or dig trenches. I'm gonna go on a ship. At least I went aboard the ship and I was active, and here I inherited the position of navigator. I know

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Interviewer: Ronald Miller & Benjamin Bolin
Date: October 7, 2007

Place: Training Ship Golden Bear
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how to navigate, and I watched the Captain take a pair of dividers, instead of doing it the proper way he squeezed them in. I couldn't believe my eyes, I kept my mouth shut though, did my job and he loved me.

BB: That's good.

HR: And here's another interesting thing, this is important. Years and years ago when they went to sea and you had a license, they had a discharge book, it was called the continuous discharge book. They still have them. And the fellow that originated the discharge book was a Senator Copeland, from the state of Massachusetts. And they called it a Copeland think book, because it had a place there for conduct. So anyhow, I had a Copeland discharge book, no conduct. And the commanding Officer that I last served with on this ship, he was Richard G. Copeland, Senator Copeland's son. I couldn't believe it, he liked me [illegible]. And he was a graduate of the Massachusetts school ship, the class of '29. And then he went into the Naval Academy and graduated in 1933. And he was with Arleigh Burke on the destroyers, in the Philippine area of the war. At that time, he was a destroyer Captain. And later on, he was Commander Squadron number three. And he retired a Rear Admiral. I always remember him; he was a real gentleman. I got along with him quite well.

[33:20]

BB: And your discharge book, in case you don't know about these Ron, they actually had every berth.

RM: I saw the gentleman's before?

HR: Oh, he had his Copeland book?

RM: Yeah.

HR: What it has, every ship that I've sailed, I should've brought it with me. I'm sorry I didn't, I apologize. I didn't want to lose it, that to me is my history. Every berth that I had. And when you're Captain on the ship, you don't get a discharge. But I put everything down dutifully and made sure it was there was a written record. And I even had for the time when I joined the bar pods and retired.

BB: Did you ever have any, from what I understand some of the unions ILW, they were not encouraging sailors to keep that book. Because here's another paper trail.

HR: They opened up, that's true. There was a paper trail, but then they realized that, but you see if you want to get along with the unlicensed unions, all you carry is a Z card. See, I have as Z card, but to me, the Copeland book, that's your history. And if you hold onto it, and then you can make photocopies of it, and you can send it into the, excuse me, to the

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coast guard to get your everything. I have copies of all my licenses except, believe it or not, my original master's license. I only have a photocopy of it, and they wouldn't give it to you in those days. But then when you insisted upon it, they gave you the old license. I'm on about a 14 issue of a master's license. And like I said, I got my original master's license in 1961, October. No, March, or April of the 1961, I got my master's license. How was that, pretty good?

BB: That was great, thank you for all this. This has been wonderful.

[End of interview]