



ORAL HISTORY PROGRAM

An interview with
Leonard Ingrande, 1930-2011

May 7, 1988

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PREFACE

Leonard Ingrande was born in Sicily but came to San Diego at the age of six when his father, a fisherman, brought the family to the United States. The father had previously worked in various fishing areas, but preferred work as a tuna fisherman. Leonard, as he says in this interview, "just kind of followed in his footsteps."

In this interview Leonard Ingrande relates his experiences as a fisherman. After leaving high school he worked on his father's boat netting sardines. His first commercial fishing began in 1947.

It was hard to get a job on one of the early "bait" boats and Mr. Ingrande describes the problems. But, eventually, he got a job on the *American Enterprise*. He does an outstanding job in describing the life and work of a bait fisherman.

Ingrande worked on many boats, both "bait" boats and seiners. His description of the life and problems of the fisherman and the industry are excellent and interesting. He has made a valuable contribution to our knowledge and understanding of this industry.

Thomas E. Walt, Editor
March 17, 1992

INTERVIEWER'S NOTE

This is Saturday morning, May 7, 1988. I am going to do an interview with a fisherman by the name of Leonard Ingrande. My name is Robert G. Wright.

ROBERT G. WRIGHT: Can you give me your full name?

LEONARD INGRANDE: Leonard Ingrande.

RW: What is the origin of that?

LI: That is Italian, Sicilian.

RW: When were you born?

LI: September 6, 1930. I was born in Sicily, Italy. It is a little town there; Masada del Vallo [sp?] is the name of the town.

RW: When did you come to the States?

LI: It was 1936. We came over on a large passenger liner. The name of it was the Rex. My father sent some money and my mother and my sister and myself. It was quite a little voyage to come across the Atlantic. It was pretty much of a hassle for my mother to take care of two little snotty kids. I was six years old.

RW: The Rex? I think that was a famous old ship.

LI: It was a beautiful passenger liner and I think it was sunk during the Second World War.

RW: Why did you come to the States?

LI: Well, to find a better life. My father saw the handwriting on the wall that with Mussolini in power it wasn't the way to go, so he packed us all up and brought us here.

RW: Did he have other family here before?

LI: No. He used to come here ever so often to earn a little money and then come back. That is the kind of living we had.

RW: Did you come straight to San Diego?

LI: We landed in New York, went through immigration there; I guess we stayed in Brooklyn for a little while, then we went to St. Louis for a short time -- my uncle was living there. Then we came to San Diego and have been here 52 years.

RW: Was your father a fisherman in Sicily, Italy?

LI: Yes. My father was a fisherman over there and then when he got here ... First, he started working in Gloucester on fishing boats for a short time and then he came out here to San Diego. Then he went into tuna fishing here, himself, so I guess I just kind of followed in his footsteps.

RW: Did he buy his own boat?

LI: No, he was just a crew member. It was really, really tough times in those days. It was just right after the Depression and a dollar was really hard to come by.

RW: Did you go to school here in San Diego?

LI: Yes, I did. When we got here in San Diego we lived on Ash Street, at Columbia. I couldn't get in the first year so I had to start when I was seven years old at Washington Elementary School, there on State and Elm Streets. I guess there is a little school there, but they took down, tore down the big school.

RW: Do you have a brother or sister?

LI: I've got two younger brothers and one older sister.

RW: What are their names?

LI: My sister's name is Rose Ingrande, my other sister's name is Frances Ingrande, Joe Ingrande, and Jasper Ingrande.

RW: What is your father's name?

LI: Francisco Ingrande.

RW: When did he pass away?

LI: In 1975.

RW: And your mother is still living?

LI: Yes. She is about 84 years old right now. Her name is Maria Ingrande.

RW: Did you go onto junior high and high school?

LI: Yes. I went to junior high at Roosevelt Junior High School up there on Park Boulevard.

RW: What years were you there?

LI: I spent three years there. I graduated from Washington, went to Roosevelt, spent three years . I don't recall the dates exactly. It was about 1942 to 1944, somewhere around in there.

RW: We were there at the same time.

LI: Then I graduated from Roosevelt and went to San Diego High School for a couple of years. I finished the eleventh grade and decided to quit. I was 18 years old and I went fishing.

RW: So you never finished high school at all?

LI: No. I guess to some people it would bother them, but for me it really didn't stop me from doing anything. I fished for three years after I got out of school and then in 1950 I joined the Coast Guard and spent three years in that. Then when I got out I started tuna fishing on the bigger boats.

RW: The first time you went fishing was probably about 1945?

LI: Let's see, when I started fishing commercially it was 1947. I had been out on my father's boat. He used to fish on a small boat right outside of San Diego for sardines and small fish like that. He used to take me out ever so often. But commercially fishing myself, I started in 1947.

RW: On the small boat -- let's start with that, for instance. Was the idea catching the sardines was sort of a bait boat?

LI: No. They used to pack sardines years ago that was used for consumption and probably for pet foods and stuff like that. They used to catch them by the hundreds of tons by nets.

RW: Your dad was part of that?

LI: Yes. He was on a crew -- there must have been about eight or ten men on those kinds of boats. It was on a smaller scale of one of these super seiners, about 60- or 70-foot boats.

RW: Did you have to go out very far to get them?

LI: They would sit right out here by La Jolla, off of Point Loma. They would mostly go out at night because they would see these big fireballs in the water which would be big white spots and that is what they set their nets around. They also had to watch out for what kind of fish that was because you could tell just by the kind of phosphorus that was thrown out in the water if it was a sardine, or if it was a mackerel, or if it was a tuna. After you fished awhile you could tell the difference between one kind of fish and another, just by the glare in the water.

RW: I assume you had to be careful because if the net was designed for sardines, a tuna would tear up a sardine net.

LI: Yeah, that is true. You were going out after a certain species of fish. There were fish that you couldn't use at all like these big bat rays. They get in schools, too. If you couldn't tell the difference; sometimes, you know, it was really hard and you would make a set with the net around these bat rays then when you are bringing the net up you get all these bat rays laying on the bottom of the net and it would be like picking up a canvas full of water. It could really cause a big problem.

RW: Oh, I bet. They were also difficult to handle, too, weren't they?

LI: Yes. You also had to watch out where you set because of a shallow bottom, if you grab bottom with your net. There are all kinds of different obstacles. You had to watch out for the weather. If it would start to get stormy or something, you didn't want to set your net and get caught with your net in the water when it got rough.

RW: How big a net would it be, in diameter?

LI: In comparison to now, they were probably little tiny things, but I'd say they were about 300 fathoms long. I guess they were probably around 150 to 200 feet deep.

RW: They were fine mesh?

LI: Yes. They were small enough so a small fish wouldn't get gilled in there. Like these anchovies, you might get a school of anchovies and if they get gilled up in that net, there would be just many tons every time you pick up one little piece of net. There would just be one in every little hole.

RW: I guess it would be difficult to tell between a sardine and an anchovy, wouldn't it?

LI: No. We would circle the school as many times as it took to distinguish what kind of fish it was. And like I say, you could tell an anchovy from a sardine out there. After you've fished a while you could notice the difference.

RW: I assume the bat rays were just eating to their hearts content at that time.

LI: It wouldn't be too often that you'd see schools of them, but once in a while you would. They would just hang around big schools and you had to watch out.

RW: Where was the cannery at the time for the sardines?

LI: We worked for the canneries right here on Pacific Highway where Solar (Aircraft) is now, on the corner of Laurel and Pacific Highway. There was the Westgate Cannery, and I think there was Sun Harbor, and if I am not mistaken, there was Del Monte. There were three canneries there.

RW: I can remember the smell. It brings back old memories of San Diego when I first got here. I came here in 1941 myself.

LI: To some people, fish smell bad, to me, it smells good. You know, it is many years of fishing. Sure, we've had our share of rotten fish. We've gone out there and caught a load of fish and some way or other the ice would melt and that fish would just be rotten.

RW: That quick?

LI: When we made the longer trips, when we would go down to Mexico and fish, we would have ice onboard in refrigeration and sometimes it would break down and that whole load of fish would be rotten. I'd have to go down there and unload all that stuff by hand. If you learned to live with that kind of smell and work with it all your life, it doesn't bother you any more.

RW: I was going to say money ... How did -- I sense that the crew members got a share of the boat or the cargo?

LI: To begin with, before you went fishing you would load on supplies. You'd get fuel, groceries and whatever else it took for the trip. Whatever expense that was when you caught a load of fish you would deduct the cost of the supplies out of the earnings. After that is taken out then the owners, more or less, it could be five percent difference, but the owners would take half and then the crew would divide the other half.

RW: Now was that that way in a particular -- we are still talking about your father's boat, the one you went out on.

LI: Basically, that is the way it was on all boats, tuna boats, sardine boats, it was all worked on share basis. Because if it worked on hourly basis, sometimes you wouldn't catch any fish and they'd go bust. So it had to be on share basis. And it still works the same way now, except now, on some of the larger tuna boats, what they do is go by tonnage. You get paid anywhere from three dollars a ton to fifteen or twenty dollars a ton and then the skipper might even get fifty dollars a ton. But on all the small boats, albacore boats, everything is on a share basis.

RW: That sounds fair enough in the end. That means you could work 24 hours a day, but it is all money in your pocket.

LI: When you are working for shares you've got no restrictions on your work. I mean, you are working for yourself, more or less, and you'll break your neck to catch fish. You'll stay up there and look through the large binoculars hour after hour all day long to find fish. It depends what your situation is at home. If you are needy you will produce out there. If somebody isn't, well, he won't last long anyway.

RW: Was the crew mostly made up of Italian, Sicilian, or Portuguese and Americans, or was it a mixed crew?

LI: We had a few Italians, but we are talking back, say, in the '30s. The Italian boats -- you had some tuna boats and some smaller boats with all-Italian crews. On the Portuguese boats you would have almost all Portuguese on them. Once in a while they would bring in an American guy. He might have had some experience with engines; he might be the chief engineer or navigator, or something like that. Then later on it became to where you would hire one or two Portuguese on an Italian boat and vice versa on the Portuguese boats. Until now, it is all just mixed up.

RW: In those early days it was sort of a family situation, I assume. Everybody knew everybody else?

LI: Yeah. It was a small community down here on India Street and State Street. It was "Little Italy" all right

RW: I remember the DeFalco Market down there.

LI: He used to supply most of the boats with their supplies of groceries and what have you. It was mostly all Italian crews on these boats, especially in the '30s.

RW: I assume they all got along pretty well. I know the Italians can be a pretty wild bunch of guys sometimes.

LI: Out fishing you are confined to such a small area. There are some differences, but it has kind of calmed down. If there are any differences, when we get back home, when we get on the dock we settle our differences. Usually by the time you get back in, say if you've been gone a month, or three or four months, it is either forgotten, or if it is something that has been brewing up a long time, they will settle it.

RW: I am kind of trying to keep it down to when you went first fishing with your dad and yet we are covering other areas, which is fine. How did you entertain yourself on board?

LI: I can say this way back when I was just a little guy, probably about 11 or 12 years old, we'd go out here and stay out there and look for fish. Sometimes he would take both of us, my cousin and myself. His name is Leonard Ingrande, just like mine. When we would find fish and make a set with the nets, while they were bringing in the nets, we'd have hooks to throw over and we'd catch all kinds of mackerel. Everything is all pitch black. When you are closing the bottom of the net up, there are no lights at all; they won't even light a cigarette. Because even the glare of the match kind of blinds everybody and they can't see the fish. We used to just throw a little line out with a hook on it and just catch fish like crazy. When they turn the lights on they cinched up the bottom of the net, all this fish would come around the light. There would just be fish all around and we'd just catch fish like crazy. So we did entertain ourselves. But that didn't go without getting seasick either. When I went out for the first time it was nice weather and everything was fine. In those days the bunk rooms were down below next to the engine room. The diesel smell down there, you could just about cut it with a knife, it was so thick with the fumes down there. They used to store a lot of their groceries, the salami and all this real spicy foods. That mixed with the diesel, boy, if you didn't get sick!

RW: I know one time I was in Ireland riding a diesel bus going a distance and we got down to Cork and I was wondering why I was reeling around and it dawned on me all the fumes from that diesel engine. It can be deadly.

LI: That, too, and then you had all these old timers. They used to smoke these Tuscany cigars. I think they soaked those in wine for about 20 years and they were real raunchy, smelly things. They would light up those crazy things all the time. They would store them down below and they would get you sick by themselves.

RW: Did you ever toughen up to that?

LI: Oh, yeah. You get accustomed to all that stuff. Then later on when I went fishing on my own I was used to the sea and the different smells that come along with it.

RW: I can imagine it was between diesel and fish and fresh air and salt, I guess you either live or you die, get healthier or get sick, I don't know which.

LI: It was a good healthy life. It was hard work; of course, hard work never killed anybody, I don't think. It kind of toughened us up. I really enjoyed it. Later on, when you do it for a living, it is strictly business, but when you are a kid it is just fun.

RW: Besides you made pretty good money, better than ...

LI: To begin with I had my tough times soon. After I got married and went on the bait boats, the tuna boats, there were times when I was out at sea 300 days out of the year. When you have a family to support, the wife has to be mother and father to your kids. Every so often I would call home, ship to shore radio. There would be certain decisions where she would need help on. So you talk on the radio and make things work. But there were some

tough times. There were some years I would spend like 300 days at sea and just come up with maybe \$3,000 for the whole year. I just kept looking for that one year when I could earn \$10,000. That was back then because that would set you up for a down payment on a house.

RW: Did you ever get years like that?

LI: Oh, yeah, later on. During the bait boat days I had some tough times and I couldn't get on the good boats. It was just real tough; it was just strictly family. A person would almost have to die to get off a good boat.

RW: A bait boat means that it is a boat that uses bait to chum the fish in?

LI: Yes, that is when you start fishing tuna or albacore or skipjack. The boat I fished on I think was about 280 tons.

RW: Do you remember the name of it?

LI: It was the *American Enterprise*. He was a converted YP. They used them during the Second World War for patrol and they had refrigeration. They would haul stuff to the different islands and stuff for the servicemen. Then after the war they converted them into fishing boats and that is what this one was, the *American Enterprise*.

RW: I think that something has been mentioned in the past -- in fact, there have been articles written about it -- that when the war started a lot of the larger fishing boats were used for patrol off the coast. Then these YPs were built and the guys who were fishing here would crew the boats as supply ships.

LI: Yes. What happened even during the war even all fishing boats were considered spotters. If they were to see something out of the ordinary, a submarine or whatever, even on the fishing grounds here, because a lot of us -- well, I didn't fish during the Second World War, I started a little bit after -- would fish around the Gulf of California and they would watch out for even enemy submarines or any kind of shipping, things out of the ordinary, and radio it back.

RW: So you were doing two things at once: fishing and patrol.

LI: You'd be looking from sunrise to sunset with the binoculars on the distance. Anything you see out of the ordinary you would call up the Coast Guard and let them know about it.

RW: I wonder if they ever did see anything?

LI: I believe that somebody had seen, I don't know if it was a submarine or something during that time. I don't remember for sure, but I am sure somebody saw something.

RW: I remember during those years it was panic time. When they were bombing Pearl Harbor I was living over here by the El Cortez Hotel ...

LI: Excuse me for interrupting, but getting back to then, a lot of the Japanese used to fish tuna, too. Then, when the Second World War broke out, they put most of them away because they would be in a bad situation if they had boats. It would be very easy for them to bring things ashore, or whatever. That was the end of their fishing days.

RW: You know there was a big controversy about that because they were essentially Japanese-Americans, or even if they were native Japanese, that doesn't mean that they would go along with the Japanese war effort.

LI: I had some good friends who were Japanese when I was in elementary school and they were still good friends because ... But I think it did them a lot of good to be locked up because everybody had such a big chip on their shoulder, everybody was so fighting mad, that it was for their own safety, I think, that they locked them up. Probably at the time it didn't seem that way. I know a lot of them did get beat up in school, but it was unjustified. That's the way it was.

RW: I was at Roosevelt at the time. I don't remember anything like that happening. I was kind of a naive kid anyway.

LI: I was in Washington School and when that war broke out one kid had this little hat on that was made in Japan. Some of the kids tore it off his head and ripped it up. There were things like that. Everything just got blown out of proportion.

RW: I remember living downtown you thought there was a spy behind every bush up in Balboa Park.

LI: It was kind of panic; everybody just didn't know what was going on.

RW: It seems to me that when you were on the *American Enterprise* that was a bait boat where you had to stand in the stern by pole fishing?

LI: Yes. They would have these metal racks that you kept tied up on the side of the boat and when you ran up on a school of fish you would lower them down -- they were just tied up with a piece of rope -- they would hang on the outside of the rail of the boat. When you stopped on a school of fish, the chummer on top of the bait box, you would throw out all these anchovies or sardines just as fast as you could. That would bring the fish close to the boat. Then you would get in these metal racks and start fishing with your pole. The hooks didn't have any barbs on them at all, but had feathers tied on to the hook. It had a piece of wire, maybe about 18-20 inches long, and then a piece of heavy twine to the end of the pole. The whole thing was probably about six feet long at the end of the pole. Then when you snap that pole in the water with that hook with the feather on it, the fish would be so frenzied that they would bite this feathered hook. You would give them a jerk and stop in midair after you brought him up. If he was a smaller fish, that is the way you would do it. You would stop in midair and that fish would be flapping and he would fly right off the hook because it didn't have a barb on it; he would be flapping as he was coming out, and when you'd stop, he would flap off the hook and fly on to the rail of the boat. Then you would snap your hook back into the water again and repeat this until the school stopped biting or you finished the load of fish.

RW: I think you are telling me that there is a trick to it because if the head of the fish was going down versus up?

LI: On the smaller fish a lot of times it wouldn't make too much difference, but once in a while you would get this larger fish.

RW: How many pounds are we talking about?

LI: On a smaller fish you would go anywhere from about seven pounds to, I'd say, about 35 or 40 pounds. That would be a one-pole fish. And say from 35 pounds to 100 pounds, that would be a two-pole fish. From a hundred pounds to about 150 pounds, that would be about a three-pole fish, and then anything over that would be a four-pole fish. So they've gotten fish up to 250 pounds, somewhere in that area, or maybe a little heavier on occasion. Some of those fish they were calling home-guards where they would just hang around in certain areas like an island or a rock. They looked like baby submarines. If you are fishing smaller fish and one of those animals gets on your hook, that is when you are going to visit the rudder. What you've got to do if you've got a big fish like that, if you can just hand-line your pole in because no way in the world could one pole bring in a fish of

that size. The pole would break or the hook would break, or it would take the pole away from you and then you would lose the school of fish. Because when the fish see a pole streaking through the water, the whole school would vanish just as fast as they come.

RW: Would some of the guys come up and help you?

LI: Sometimes you would hang on to that pole and that fish would be going from one side to the other. Yes, the guy next to you would hang on to your pole with you so you wouldn't lose that pole. And what you would do would kind of hand-line that pole up until you got the tip of it and then just bend it inside of the rack until something broke. Nine times out of ten you couldn't save that fish because he was just too heavy.

RW: I can't figure out how you get from one to two and three and four pole. It seems to me if you've got a school around your stern that you would be fishing one-pole because the smaller fish would be easier to pull in. The larger fish would be lower ...

LI: The way that works is just like I said before, once you fished a while you could tell the size of the fish just by the break that they make in the water. When you throw this bait into the water you could see it just like water boiling. You could see the size of that boil and you could determine whether it was a one-pole fish, a two-pole, or bigger than that. Just say you made a mistake and got a one-pole out to fish and the first fish you catch is starting zipping around this way and that way, and you couldn't get him up because it is a big fish, you would do everything you could to save it and save your pole. But then you would put that one-pole down and everybody would grab their two-pole rigs, where there are two men to one fish. Then if it was bigger than that, you would get a three-pole.

RW: I assume these are all racked up ready for grabbing?

LI: Oh, yes. Each crew member has his own area where he keeps his poles. They would be on the bait box, but they would be in an area where he can reach them real fast. If somebody yells out, "A two-pole fish!" then you grab your two-pole rig. If it is a three-pole rig, then you grab your three-pole rig.

RW: Which means you have to have another guy with you, too?

LI: And you have your partners, too. Each person is assigned to a two-pole partner, three-pole partners, and in that way everybody ... You know we have a system to fish with the different types.

RW: The poles, are they bamboo, or what?

LI: They were heavy bamboo poles. I think most of them were shipped from Japan. We don't grow that type of bamboo here. It is a certain type; it is real thick. They can bend pretty good without breaking. Boy, I am telling you there are a lot of times where a pole would shatter in your hands and you could just cut the heck out of your hands if those bamboos snap in your hands.

RW: Did you wear gloves at all?

LI: No. Just when we finished fishing, then we would have a little string tied with gloves under our fishing pads and we would put on our gloves to pass fish. Because a lot of times when you are passing fish forward to put them in the fish wells, the fish would still be alive and they would break their tails and you could get fish bones and cut your fingers. If you cut your fingers then it is hard to fish with the poles afterwards, so you have to protect your hands from getting cut up.

RW: I notice you have lost your left index finger there. Did you do that fishing?

LI: Yeah, that's when I first started. When I was fishing purse seining, I got it caught in the block. This was much later. That was in 1977 when I lost that.

RW: The other obvious question is how do you find these bloody old fish; how do you spot these fish? I know you look through binoculars, but the ocean is pretty big.

LI: We have these real powerful binoculars. They are put on stands. I guess each lens could be about six inches across. We'd look through those things from sunrise to sunset.

RW: Do you have a crow's nest?

LI: We have a man in the crow's nest, a man on each side, two large pairs of binoculars. You can't see through big binoculars way up high because the boat rolls so much that it would be impossible. He has a smaller set of binoculars up there. They are called 750 power. But the big ones we look through are right on the horizon. And what we look for is just one bird on the horizon. He could be many, many miles away. I don't even know how far they can see, but sometimes it would take an hour just to reach the school after we spot it. If you see one bird in the horizon it would be in the matter of catching a hundred tons or two hundred tons of fish, just one bird. There is a certain type of bird that you look for [that] is like a "man-of-war," which is a "frigate" bird. Wherever he is around there are fish there. It could be a log, it could be a school of porpoise. The tuna travel under these porpoises. There are different types of fish. If you are fishing school fish under a log, that would be school fish; if you are fishing porpoise fish, the boat has to keep running while you are fishing. It runs real slow. You get in these racks and the boat continues to run the way the school of porpoise are running. When you hit that pole in the water with that hook on it just the tuna will bite. Porpoise will not bite a hook. On very, very rare occasions somebody might hit the water and snag a porpoise by the tail. But then we just pull them in. They are really cooperative. You could just reach down and grab one and hold it. Like I say, the boat is running real slow and you could just take the hook out of that porpoise, pet him for a few minutes and let him go and he will just swim off.

RW: From San Diego did you have to go south or north or west?

LI: We'd go south. There are times when we would catch our bait right here by Coronado, by the Coronado Hotel all the way down to the Tijuana border and we'd catch anchovies there. We'd get a load of bait and usually we'd anchor there for a day after we'd get our bait and let it calm down and get used to the tanks. Then we would start heading down the coast. By the time we would reach, I would say about ... Sometimes there is an island, Bonitos Island, and there would be tuna around there. That is about the closest you would fish for tuna. That is about a day and a half away from San Diego running on these old tuna boats; that is running day and night.

RW: Is that off limits now because of this 200-mile limit?

LI: Yes. You can't fish in Mexico any more. The Mexicans and all these countries, all the way down to Chile, they all claim 200 miles now. I don't think they will even sell you a license to fish in Mexico, but some of the other countries will, like Peru, Ecuador, but they are really expensive.

RW: Do these countries fish in these grounds which are supposed to be pretty rich?

LI: Yes. The Mexicans have a large fleet of boats now. At the time they didn't even have any tuna boats at all. We are talking about bait boat days; Mexicans didn't have anything other than small -- they had a bunch of shrimp boats and they might have fished tuna, but from real small boats; it was on a very small scale.

RW: So in those days it was relatively easy to fish than it was later on?

LI: When we used to fish years ago on bait boats right here we used to just set the net and pull it in. Sometimes you would make 30 sets a day and you'd pull in that net by hand. When bait is real scarce, sometimes you would sit at the bait grounds for over a month just to get a load of bait. Right here, like I say, you just pull in the net by hand. Now if you go further down, there are different types of bait like anchovetas. You go up to Guaymas in the gulf, or when you fish Galapagos way down there in Ecuador, you would have to use regular diving helmets. You would have two men going down in diving helmets because it is all volcanic down there. When you make a set with a net you send two divers down one on each side. As the guys in the skiff were pulling the net in -- you've got two guys in the skiff pumping for air from these hand pumps and they pump air to the divers. One guy's helmet is painted green and the other one is painted red. That way if the guy with the red helmet comes up his man would stop pumping. In that way there wouldn't be any mistake which pump stopped. As I say, there is so much volcanic rock down there that the net would hang up on these rocks and the guys would lift up the leads over the rocks and the guys up on top would keep pulling. They would catch small sardines which we then use for bait. After you would have your bait, then you would go out just a few minutes from the bait grounds and fish for tuna. There was real rich fishing down there in Ecuador, but it is just a long distance away.

RW: What -- that would take a couple of months or more?

LI: It would take day and night running from here. I think one of the fastest boats that made it down there probably was in about ten days, running continuously.

RW: We who eat fish take all that for granted.

LI: It is interesting. It was a tough time and a lot of hard work, but I am glad I did it. I enjoyed a lot of it. It took an art to fish by hand like that. When you catch a fish you have to look down in that water and that water is crystal clear blue. You would see that fish just about ready to hit your hook and if it is a good sized fish you are fishing, you've got to be on your way up before that fish bites; otherwise he is going to put his head down and it is going to be real tough getting him up. Now once you get precision enough to do this, it becomes automatic. As soon as that fish bites, if you are on the way up, his head is going to come up and he's going to keep flapping his tail, he helps you. He is kind of swimming upward. Once you get him out of water, then you can slap him on the boat. You have to watch out, too, because if you bring that fish in too hard, the guy on top of the bait box is throwing bait, you don't want to hit him with the fish because then he is going to throw something at you. Because, you know, when you've got 10-12 guys fishing, those hooks are flying all over the place and you've got to be very careful not to hook that man on top of the box -- or even to hook the guy next to you. You get ten or twelve hooks flying around on these six-foot leaders and you've got to watch the business. A few times the guys get hooked.

RW: How long would it take to fish out a school like that?

LI: There are different schools. You could come across a real large school to fish and they might bite this way all day long, from sunrise to sunset. I think the largest amount of fish ever caught was 125 tons in one day, fishing one fish at a time like that, just individually. My biggest day was about 80 tons. There was blood coming out of my armpits, my hands and my head where my pad was, everything was completely red and raw from chafe. You get the salt water on you and you keep working ...

RW: That was your blood?

LI: A lot of it was mine, a lot of it was fish; I'd just be covered. You'd just be sore from top to bottom. But that day there you can handle.

RW: In doing this all day long, it seems like you would collapse from exhaustion pulling these fish in.

LI: You wait for this day all your life to get a big school of fish like this because the sooner you fill up your boat you can go home. So there is no such thing as getting hungry or tired. You accept these things and you just keep working. If there is ever a lull for a couple of minutes you might just grab a piece of bread or something from the galley, but you wouldn't stop fishing to go to eat or anything like that.

RW: Nobody would bring you anything?

LI: No. You just fished until the fish stopped biting. You would eat breakfast in the morning. With fishing you have to eat when you are not hungry and sleep when you are not sleepy because that is the way it worked out. You would have a cook on the boat and you'd eat a real good breakfast. He'd cook hot cakes, eggs or bacon; he would cook a heck of a breakfast and everybody would eat a really good hearty breakfast.

RW: High protein?

LI: Well, in that way if you had to work all day long you could stand it until evening when you quit work and then you would have a heck of a dinner. After working a day like that you would have nice heavy duty steaks. But it is the next morning that kills after a big day like that.

RW: Why is that?

LI: Because you are completely chafed from one end to the other. You would just ache from head to toe. And a lot of times if you are in a good fishing area like that, early in the morning after eating breakfast you would have to jump in the racks again and fish because there would be fish all over the place. When you get all this raw skin and get back in that salt water, when that water would come up to your neck because you are hanging out over the side of the boat and the boat would roll and that salt water would hit all this raw area, it would be like fire going right straight to your brain.

RW: Were you tied to the boat in the racks?

LI: No. You never tie anything under you. Sometimes if you'd fall over the side you'd swim back. When you are fishing a school like that, there is a lot of blood in the water from the fish when you throw them on they are flapping like crazy, one on top of the other and all this blood would seep off from the sides of the boat from the scuppers. Then all these sharks would come around. There were times when with all 12 guys on the racks fishing would have a shark on their poles. You also carry a pair of pliers right next to you in this little bait well and you bring up the shark and either cut the wire or try and get him off any way you could.

RW: And then you'd put another hook on?

LI: You'd have a bunch of spare hooks which you would keep in your hat. You just coil up the wires and pull another one out, uncoil it. You would have a little swivel on the end of the line on your pole and you'd just put that other one on the swivel and keep fishing. You never stop for anything.

RW: Did the shark attack your fish that you were trying to pull in?

LI: Sometimes you would pull in the fish and the shark; you'd only be getting the head up or maybe a big bite would be taken out of him before you got him up.

RW: But they wouldn't attack the school itself?

LI: They couldn't catch them. Unless a fish is hooked, a shark couldn't catch a tuna. A shark is fast, but he can't catch a tuna; they are gone; they are like a bullet in the water.

RW: What kind of clothes did you wear when you were on the racks?

LI: Mostly we wore just nylon boxer shorts. You might wear a T-shirt.

RW: It was usually warm where you were fishing anyway?

LI: No. Sometimes it would be near local banks where it would be really cold. If it was really cold like that sometimes you would wear just long johns. They would fit you tight and they would be kind of wool-like. Then some kind of a knit shirt where it would stay close to your skin. That would be about the warmest thing you could wear.

RW: I assume also you would be sweating otherwise and then if you did go over the side you would want to be able to swim.

LI: You wanted to avoid any kind of heavy clothing, oilskins and stuff like that. We would wear short boots that would come about halfway up to your knee. That way if you did go over it would take nothing to kick them off. You would have little holes drilled in the back of the boot, or on the sides where the water would go out. The water would come up and in that way you wouldn't have to carry all this water around with you. If you fell over the side, with just one kick those boots would go flying. And you wouldn't have all these oilskin clothing and what have you. But it got real cold here at local banks. The wind would blow in rough weather and stuff like that.

RW: How would your skin take it? It seems like you would have all kinds of sores and everything else with it.

LI: No. After we fish a school of fish while the boat would go ahead, we would just lay in the racks and wash off. A lot of times we'd hang on the metal racks just with our hands and just drag with the stern of the boat and wash all this stuff off. At those times we didn't have too much fresh water. We used fresh water just for drinking or cooking. Whenever you washed it would be with salt water. We would have to bring different kinds of soaps that would suds in salt water.

RW: Did the guys get sick with colds?

LI: No. Once in a while a guy would get a cold, but it is so clear out there you wouldn't have the germs. On shore here there are all kinds of germs you can get, but out there the air is so clean that if nobody has a cold when you leave, nobody will get a cold. If one guy would have a cold when he left, then it would just go down the line and catch everybody in the crew. It is the healthiest living I've ever done as far as being sick. I would never get colds out there. When you fish in the tropics off of Acapulco, Costa Rica, Panama, it is beautiful. It is nice and hot and the water sometimes would

reach the temperature of about 91 degrees. You could be in water up to your waist and not know what part is in the water and what part is out of the water.

RW: We talked one time about ... What about superstition? I understand a lot of the guys were that way.

LI: Superstitions are ... A lot of people are; I am not. But you'd never leave on a Friday.

RW: Did you tell me that Italians did that and that the Portuguese left on a Tuesday, or something like that? Or was it the other way around?

LI: It is both the Italians and the Portuguese. They don't leave on Fridays and I think mostly the Portuguese on a Tuesday. For some reason or other -- I never did find out why -- they just had a superstition about leaving on Tuesday. But Friday is definite. Actually, I was on a Portuguese boat one time when we were fishing on a purse seiner. We left on Friday the 13th, we made a thirteen-day trip right here close by, and I think we had 213 tons on the load. It was really weird. It was the best trip I ever made. Everything went just perfect.

RW: These superstitions, they came from the old country?

LI: Definitely. I guess a lot of people in this country believe in superstitions, too. A lot of these things were kind of handed down from the old Portuguese and the old Italian guys that came many years ago. A lot of times we couldn't find any fish. You'd go months without even seeing any living thing, not even a bird. They would hang up a little piece of net with garlic in it on the bow. There are times when a guy would find fish right after this. And say, "Look, see, I put that out there and look at all this fish." The Portuguese had some kind of leaves they would bring from Portugal some way or other. There was a superstition that if they would burn these leaves in a bucket and carry it through the boat it would chase all these, they would call them brueshes [sp?] or phitsadas [sp?] which are witches or spirits. They would get this bucket and burn these leaves in there and it would smoke like a son of a gun. This guy would walk through the engine room, through the galley, through the shaft alley, through the bunk room, through the wheelhouse, and all over the boat. A lot of the guys would be sleeping at night and this idiot walking around with this burning bucket of leaves and it would smell like heck. Everybody would think there was a fire somewhere because out of a deep sleep you wake up and all this smoke. God, they wanted to kill the guy.

RW: Now this was a superstition to find the fish?

LI: They figured if they chase evil spirits away or these witches, if they chased them off the boats, then they would find fish because it was them that were preventing them from finding fish. A lot of them would put grease on the rails. That way they couldn't climb aboard, they would slip off, the witches would.

RW: Now that seems to me to be different in that one is to find fish and the other is to keep the witches off the boat.

LI: Well, you see, once they have chased them off with this smoke then they would grease the rails so they wouldn't come back on. We had some strange people on some of these boats. A lot of the guys believed in it; a lot of them would just do it just in case, and a lot of them just thought they were completely out of their gourds.

RW: Is there anything else on the superstition angle?

LI: The skipper I worked for, this guy named Bill Magellan, he wouldn't allow any red hats. He was on a boat and it sank and he had a red hat on. I worked for him for almost 20 years and he wouldn't allow anybody to wear a red hat on the boat. He wouldn't allow trimming a beard. If you were going to grow a beard maybe you could cut a little off the neck, but if you go trimming it and making a fancy beard, because, you know, you are out at sea months and months and a lot of guys don't like to shave. But if you start trimming that beard to be a fancy beard, he'd make you shave it off and if you wouldn't, when you got home you were fired. But there are a lot of guys who had even weirder superstitions than that. Like I say, I fished with this one guy for 20 years, so I didn't get a chance to jump around on too many different boats. They had some real strange superstitions, these guys; they would drive you up a wall sometimes.

RW: Do you remember any other odd ones?

LI: Not right off.

RW: If you do, pop them out; I would sure be interested.

LI: A lot of time we would be fishing in some of these places and out of a clear blue sky the Ecuadorians or Peruvians would come aboard and seize us because we didn't have a license to fish in their countries. They would haul us in and arrest us. They would put armed guards on the boat until we paid our fine.

RW: Sometimes I understand you would be beyond the fishing grounds and they would still come out.

LI: We were 26 miles I know because our radars were on and we have a navigator on board with papers.

RW: That is when the limit was 20 miles, wasn't it?

LI: They claim 200 miles. During the Second World War President Roosevelt gave them permission to claim 200 miles, but this was supposed to have been mineral rights up to 200 miles. I don't think there was anything said that it was supposed to be fishing rights, but they claimed fishing rights. Now, I think, they claim 200 miles legally. But they've gotten me about five different times.

RW: Is it more of a hassle than anything else?

LI: It is a loss of time. They would get you and bring you into port and by the time you paid your fine, which I understand later on the cannery would pay the fine for the boat, the government would pay the cannery and deduct it from their foreign aid, so everybody was happy. But it was just a loss of time and your trip would be lengthened. They might keep you in there a week before it was cleared up.

RW: Did they hassle you very much, these foreign countries?

LI: None. In fact, they would treat us real good. They would try to buy all these appliances that we would have, like, say, if you had an electric fan, they would try to buy it. If you had a little portable radio they would want to buy it. And they had money, all these officers on their patrol boats. One guy took a bunch of money out of his pocket, there was just thousands and thousands of dollars there, and he'd try to buy my little fan; he wanted my portable radio, anything that was an appliance, electrical. They wanted our paints because their paints were inferior to ours. Just about anything we wanted to sell they would sell contraband. Cigarettes. Ask for a guy's arm or leg and he would give it to you for a pack of cigarettes. In fact, see those two wood carvings up there? They are about two feet tall and they are just intricately carved out of old hardwood. I just gave a carton of cigarettes for

each one of them. Those things are worth a lot of money here, but I guess they sell those cigarettes for a lot of money down there. They would come out in their little dugout canoes, the local people, and trade you things that they had carved out of wood for cigarettes or anything else you had, like clothing. If you had any kind of heavy clothing ... Down there in Ecuador the fishermen get pretty cold. I used to bring down a lot of stuff and just give it to them -- baby clothes, baby shoes, when my kids would grow out of them. I'd put them in a sack and just give them to them. One time I bought this old bicycle my kids had grown out of. I brought it down on the boat and I think we went into Nicaragua -- we used to go into Corinto for fuel. I saw this one kid, he was in rags, so I gave him this bicycle. He could not believe it; he said I had given him a "gold Cadillac." He just could not believe that I was giving him this bicycle. His parents came down to the boat and they were just tickled pink. They wanted to give me something in return. So they gave me this little bag of different kinds of fruits and they brought me some turtle eggs. That is all they had, you know. That was my good deed for the day. I used to do this all the time; carry all these old clothes that my family would grow out of, dresses that my wife didn't use any more. Instead of giving them away here, I just carried them down there.

RW: I would think that would be more satisfaction by doing that.

LI: Well, I knew who was getting them. If you give them here people would sell them, but down there I knew who was getting them.

RW: Fishing changed later to the purse seiners. Is that because of the economy of fishing?

LI: What happened is on the bait boats, towards the end of bait fishing ...

RW: What brought on the end of bait fishing?

LI: The Japanese were selling fish to this country at a low price. When we were fishing with bait fishing you know, you would catch a fish one at a time and you'd make long trips and the price of fish was pretty good. You could handle it, the expenses. But later on, when the Japanese started undercutting us, we couldn't make enough money to make ends meet. The trips would be longer and if you had to sell your fish for a low price it wouldn't be worth fishing, so you would have to start catching volume. They started converting the tuna boats, the bait boats, into purse seining where you could catch a lot of fish.

RW: I know what it is, but would you give a brief description what a purse seiner is?

LI: A purse seiner is a boat that fishes with a net. This long net would be up to, say 700 fathoms long from one end to the other, and maybe about 50 fathoms deep. You would set this large net around a school of fish. This net has rings on the bottom and has a chain on the bottom of the net so that the net would sink to the bottom and floats on top. When this net sinks you would have a ring line to the bottom of the net every 20 fathoms. You would have a cable running through these rings. It is all attached to the winch. When you finish the circle around a school of fish, this winch would haul up the cables and enclose all the fish which would be entrapped into the middle of the net from the bottom up. It would cause this big sack. One end of the net you would run it through the power block on the top of your boom and then the crew would stack the net back where it is supposed to be on the stern of the boat. This is what purse seining is.

RW: Was that developed here in the States?

LI: They did this for many years up in San Pedro. It was done in San Diego on a smaller scale, but in San Pedro they do it with tuna. They had smaller boats. A lot of those guys up there they just wouldn't fish in rough weather. Before, the nets were made out of cotton and if you caught a big school of fish, it would rip. When nylon came out, it was much lighter, much stronger, and it wouldn't rot, so that was really the determining factor.

That and the power block where years ago they used to sling the net out a little bit at a time by hand. It took all day, but when the power block came out and the nylon net, then these guys started changing over to that type of fishing where you could complete one set in less than an hour. So even if you missed a school, you could roll that net real fast and go chase another school. We've made up to seven sets in one day. This would go on for day after day and it would be a lot of hard work.

RW: You wouldn't necessarily be catching any fish on each set?

LI: Sometimes you would. Say, you catch 10-15 ton of fish, you could reel that fish out of the net in just a few minutes. Say, it would take you 20 minutes to a half hour to take that fish off and you get ready to set again. You could still catch a hundred tons of fish in one day by just catching a little at a time. A lot of the times we would set around a school of say, whales. Sometimes fish would follow a whale because a whale is going for bait. We would set around a whale ... One time we had two whales in the middle of the net and we'd have fish in there, too. But you couldn't hurt the whales; they are so powerful. They just hit that net and go right through it without even slowing down. They would make a hole in it, but that wouldn't hurt anything. The fish wouldn't go out of that hole. A lot of times you would have big rips in the net and the fish just mill around in the middle and they would go out that hole, maybe two or three of them would. But then when you bring up the net you'd have the fish and the whales would be gone. A lot of times you might sit around a basking shark, which is called a whale shark. A basking shark is the largest fish in the ocean because it wouldn't be a mammal like a whale. The fish would follow these things. Boy, we would really look for them, especially at local banks and cooler waters. You get skipjack and sometimes tuna would follow them. Then you would set around them. A lot of times they would go through the net; a lot of times they wouldn't. A lot of times when you are ready to bring the fish to the end of the net they are, still in the net. These things would weigh about 15 ton or so. A lot of times we would have to cut just below the cork line and the nets would sink, but the corks would stay up. A lot of times we could work them around to where they would go under. Or, a lot of times we would try to sink the corks so they would swim over them. But we would never hurt those things. That is our bread and butter. They are so big a lot of times we would stand on top of them and they would just be laying there next to the cork so then we would have to cut under the cork line to get them out. We'd have to shoo them out.

RW: What is this controversy on the dolphins that came up?

LI: When we first started fishing, tuna follow porpoise. You would sometimes set the net around a school of porpoise. Years ago when we first started fishing this way we had no way of separating the porpoise from the fish and a lot of porpoise would get tangled up in the net and die; they were drowned. All the time that we fished porpoise we would actually jump in the water -- we'd stop all operations on the boat. We'd jump in the water and grab them by the snouts because they would be next to the cork line, put our arm on the cork line and put them over and take them out. A lot of times there would be sharks in the net and out of the net. You'd get these white tipped sharks that would just look for an elbow hanging over and the guys on the boat would holler, "Watch out!" and you'd take your elbow in. They couldn't come in because you would be inside the net. Even the sharks inside the net wouldn't bother you so much, for some reason or other. We never worried about it. We were used to working with sharks. Once in a while a guy got bit, but it was our life; we didn't care. It was just something we lived with and it just seemed like we had to get those porpoises out of the net. We'd jump in and a lot of times with the nets coming up somebody would jump in and get these porpoises out. But, like I say, a lot of them died. Later on we developed a technique. We'd roll half a net onto the boat; we would cinch down the net and back down the boat to where the cork line would sink as you are backing the boat down, and all these porpoises would go over the cork line. When the fish would go towards the sunken net where the porpoises were getting out of, we would stop backing down and the corks would pop up. When the fish came towards the boat -- you could see them swimming down in the net -- then you would start backing down again until you got all the porpoises out. We had a system where we could get almost every one of them out. In fact, now I think they have developed it even better yet to where they would get them out. They had a porpoise-kill limit where if they get over a certain amount of kill they would stop fishing. That is the way it is.

RW: As far as I know, what has really killed fishing in San Diego was this porpoise-kill business. It seems like you guys did more than you were asked to do. And yet fishing in San Diego is gone now.

LI: I don't know what provoked that. I think it is the high cost of labor here. At the time they had canneries in Samoa, they had canneries all over the place -- Mayaguez, Puerto Rico. Labor was a lot cheaper over there. Now these people working in the canneries here they kept asking for vacations with pay, hourly wage increases. I think the canneries could have really hacked the price, but to make more money than they were making, they just shifted their canneries and all their machinery to all these other places, foreign countries, where they would earn more than they would here. But I don't think they were going under; I think they were just wanting to make more money. But canneries even at the end, just to try to keep them going, they agreed not to take a fifty cent raise in pay, just so the cannery wouldn't close down. But they still did anyway.

RW: Were they minimum wage cannery workers?

LI: They had it so they would work piecework. They used to work piecework before. Like my mother worked in a cannery for 25 years or better when we first came to this country. She cleaned fish.

RW: Do you remember which cannery?

LI: Sun Harbor. And then I think she worked at Westgate, too. She was one of the three fastest cleaning women, and when they inspected the fish, it was the cleanest fish. It wasn't automatically the fastest work, it was the one who did the cleanest work and the fastest work. She was one of the three in the whole cannery that was the fastest. They would bring a whole cooked fish and put it in front of her. They would just dump it out at her and she would have this little knife and cut the loins out and clean them, and then they would have these little trays. When you fill up one tray somebody would take it away and stamp your card. You would get paid so much for each stamp on your ticket. Then later on it went into ... You had to clean so many trays in order to earn so much. If you cleaned your share and you wanted to clean some more for somebody else until everybody was finished, they would pay them like wages, an hourly wage. That is the way they ended up. Before, the more work they would do, the more they would get. A lot of people were complaining that some people were making a lot of money and some people weren't making much. They just weren't producing. And for a person to stand up there eight, ten, twelve hours a day cleaning fish, to stand there in one spot, is pretty heavy. In those days they used to catch a bus and go all the way out there to where the cannery is at Crosby Street and it would be raining; they get their feet all wet and have to stand in wet shoes all day long. It was pretty hard.

RW: I am sure the markup on a can of fish is enormous anyway, for what is in there.

LI: At one time they did like somebody did a little study on it and they found out -- I am pretty sure this is true -- just on the money they would make on the fertilizer plant from the scraps of the fish, like all the bones, scales and stuff like that, the heads, just on the fertilizer part, they were able to pay their expenses, all their overhead and everything. Plus they would get the heart and the livers and part of the innards of the fish and make dog and cat food and they would make a profit on that. So the canneries weren't hurting. I am almost sure that all the money they made off of a can of fish was all profit.

RW: One of the things I didn't ask, in the past there on the bait boats when the fish went in the hold they were iced down at the time, weren't they?

LI: When we first started fishing they had no type of refrigeration. They had ice machines that would keep the ice from melting. I guess even before that they used to just put regular ice down there. It would be crushed; they would just put it in machines and make like snow out of it.

RW: Were the fish gutted at all?

LI: No. What would happen they would fill these bins that they would have down there in the fish hold with ice. They would fill everything up except maybe one or two bins, they would leave those empty. The first fish you caught you'd put in those bins. First, you would put ice on the bottom, then you would put a layer of fish, then another layer of ice, a layer of fish, a layer of ice -- and you would put pretty good ice in between because you could stay out there a long time.

RW: While you guys are fishing, would there be a couple of guys in the hold stacking it?

LI: No. After you had fished for the day -- you would fish all day long and then after you fish for the day, then at night you would ice this fish down. If you got a big day of fishing, that icing down could take up to the wee hours of the morning. Say, you go to bed maybe two or three o'clock, you might get an hour's sleep. The watches rotated. You had to have the guys in the engine room watch, and the guys on the deck watch. You have two guys on watch. If you happened to finish working and you ate dinner, say at two or three o'clock in the morning and then it was your watch, you might not get any sleep. And the next night it would happen again. You might end up on your watch; you know the watches rotate. If you ended up on your watch, that's it. Everybody is so tuckered out that they are not going to trade with anybody that doesn't get any sleep. That is the way it is.

RW: On the purse seiners, though, weren't they a little better set up?

LI: No.

RW: I thought there was instant freeze.

LI: Oh, yeah, we had ... When you reel that fish out of the net with a big scoop that holds maybe about a ton or two ton of fish, you would reel the fish inside this big hopper. It is a big funnel-shaped metal thing on the deck. You would scoop the fish in there; they would go into these shoots and they would go into any well you wanted them to go in. When that well is full, with the water in that well about 30 degrees -- they keep it refrigerated -- you put a rack on top, and make sure that rack doesn't pop out, then you pit this brine water in there, which is sea water mixed with about 50 sacks of salt, or in comparison to what the size of the well is, there is a certain salt content. You keep that fish maybe five degrees or zero degrees for about 48 hours. After that time you drain the brine water out, put the hatch on, then you can put some sacks on top of the rack, put the hatch on and bolt it down so no air gets in there. So the refrigeration stays on and that is just one big block of fish down there. There could be 50 tons of fish in one well and it just stays like a rock. When you finish your load then you come home. Then you put seawater in there again and you put so much salt in there; you bring your temperatures until they reach about 30 degrees again. Then that fish can come out. It will be cold. When you step on it to unload it, it won't crush because you don't want a bunch of mush down there.

RW: It doesn't take much for a fish to rot though, does it?

LI: If you have a bum engineer and he doesn't do things the right way, you could lose a bunch of fish. Like this one "banana" we had for a chief engineer on one boat I was on, we just filled this one well full of fish. The screwball, what he did is he turned the wrong valve and filled that well up full of fuel. He got fuel from another well and pumped it in with that fish and filled that well full of fuel. We had to go down there and throw all that fish over the side. We could have killed him. It was a small well; it ran only about 12 or 15 ton. We worked like dogs to catch that fish one at a time -- this was during the bait boat days. There have been all kinds of different things that could happen out there. We had just filled a 50 ton well one time on one boat I was on. We got an ammonia leak down there, one of the pipes broke loose. All that well got contaminated with ammonia. We had to

throw all that fish over the side. You can't have your temperatures fluctuate, going up and coming down, going up and coming down, because that will spoil the fish. If the chief isn't on the ball you could lose a lot of fish that way.

RW: Win Bagley [sp?] was chief engineer on these boats for a while, a long while. I guess that was his job.

LI: Yes, he was a chief engineer. I don't know when Win started fishing; I know he was fishing here towards the end when it wasn't very good at all -- restrictions were bad. I am sure he was on this one boat that was a sister ship of the one I was on. I was on the Eastern Pacific and Win was on the *Connie Jean*, which was the same type of boat. We used to be very competitive with the guy that owned that boat before. It was really touch and go. These skippers would actually get into a rage if one would catch a big set or load up and go home before the other guy. It was kind of a real competitive thing there.

RW: They wouldn't tell each other where fish were?

LI: We were code boats and we were supposed to give the right dope, but a lot of times they would get the dope after they put the fish on the boat. What you are supposed to do when you are in code with another boat is, when you see a school of fish, you call your code boat up and tell them, "I've got a school of fish on the bow."

RW: Now a code boat means that you work for the same company?

LI: No. A code boat is ... Maybe you'd say you've got four or five boats that you are working together. One boat will go a hundred miles this way and another boat will go 500 miles that way; another boat would go 300 miles that way. Whoever finds the fish at the end of the day, but when you find a school of fish you call your boats up and you tell them, "I've got a school of fish over here." So you know that he found the fish. Another guy will say, "I've got birds on the horizon." As soon as they see things they start calling and talking. They've got code sheets which are numbers. Each number means one thing -- like, "I see a school of fish." And then another number might mean porpoise; another number might mean log fishing; another number might mean just birds, or whatever. There may be 20 sheets and there is all different stuff on these sheets to throw everybody off; nobody will know what these numbers mean except just your code boat because they have the same sheets. A lot of guys will call up after they catch the fish. That would be dirty pool. You call up when you see that school. That way if there is nothing where you are, you could start running towards them. It looks good: "man-of-wars," "frigate birds," "a lot of porpoise," "a lot of spotters," which would be a type of porpoise, spinners or whatever, and then they can put, "fish jumping" just before you reach the school. That way they've got to start going full speed because it is a fishing area. Then after he makes a set, even before he has got the nets up, you can see shiners in the net. He would call his code boats up and say, "I see fish in the net. It looks pretty good. There might be 30 ton." After he finishes pursing up, if the fish look better and it could be a hundred ton of fish, he says, "It looks real good; it could be a hundred ton of fish." That way the other boats rush for that area; it is a good area. If you find a school of fish ... If you've got one school that has fish with it, chances are the other schools in the neighborhood will have fish with them. But when the guy plays you dirty and makes a set first, you might be a few hundred miles away. It might take you all night and all day to run the next day. He will catch that fish, put them on board, and then get a chance to get another school or two before you get there. In that way he can make his trip before you get there, and shine over you. This was an exception, but when somebody did that where he would do this too often, they get them to throw him out of the code group. They make a whole new code and throw that old code sheet away because he has a set of those, and he is out. Then you might get somebody else who is more reliable and put him in the code group.

RW: Was this an exception of the rule, or did most of the guys work together on that?

LI: You would give information to other boats.

RW: I mean did most of the guys go along with it, or was it an exception when somebody would make a set before they called?

LI: Oh, no, everybody would be mad if he did this. Your whole code group; I don't care if he was your own brother, you wouldn't even talk to him any more -- only if he needed help. If he had any kind of troubles, then anybody out there would give him the shirt off their back to help you out. But as far as fish dope, he is out. That is it.

RW: This didn't happen too often, I take it?

LI: It happened all the time. Because you know there might be just a handful of schools in that area; there might be two or three schools, or you might hit the same school every day.

RW: You were saying that with the code boats it was a problem where one of the boats would find a school and then not necessarily call the other boats on the code. But I didn't realize how huge a school of fish could be where you could fish it for two or three days, even with a purse seiner. How did that work?

LI: Some of these schools of fish, people think where they go down on the waterfront and they see a little bunch of fish, they think that is a big school of fish. I've seen schools of tuna where you couldn't see the end of it. I mean there were just literally thousands of tons of fish in one school. A lot of these schools of porpoise, they would just have fish jumping all over them; you couldn't see one end from the other. If one of your code boats didn't want to ... If he wanted to fish that school all by himself, he would catch all this fish, make sets and give you nothing, every day at the end of the day on the code, until he got almost loaded. Then every day he would give you a big amount of fish that he had caught and make up the difference. But there was always one crew member that would talk. When you got home you would find out this. That guy would be out of the code group. Chances are if he lied to you, nobody else would want him in the code group. There are anywhere to a hundred and a hundred fifty boats out there and I'd say about 20 or 30 code groups of all the boats. So if he had trouble getting in a code group and he had to go out there all by himself, he would have a real tough time because you need help to find schools of fish.

RW: Is this usually in the western Pacific, or where would it be?

LI: It is probably used all over the world.

RW: I mean, where would this school of fish be?

LI: At certain times we'd be fishing anywhere from 200 miles south of San Diego all the way down to Chile. That is the areas where we would fish in. I've fished bait fishing all the way in Chile. So some of these schools of fish -- like I say, on porpoise there'd be these huge schools -- sometimes you might find a lot of these schools where log fishing, where you would find just a piece of wood in the water. There would just be fish all over that thing; there would just be huge schools of tuna, skipjack.

RW: What is the attraction of a log to a school of fish?

LI: Nobody really knows, but my estimation of it is that you get this little plankton that sticks around a log; this log accumulates little worms in the log and these little fish go pick at it. Then the bigger fish can pick at them. Or it might be just for the shade out in the middle of nowhere, where this little small school of bait might hang around this log. Then it accumulates more and more bait. The tuna come and eat the bait and it just snowballs. We've seen so much fish around little pieces of wood in the water. We'd end up putting a light on that log and tying it on that piece of wood. That way

we would find it the next day. Now the first thing we do before we make a set around a school of fish around that piece of wood, would be to stop the boat, put a speedboat in the water, put a flag attached to that piece of wood, and put a light on it. Then we would go circle around and make a set around part of the fish. After we scooped those fish out, if we have time, we will make another set, and another set. We would let that log just drift during the night. We would have guys on watch during the night to keep an eye on that light. That way if we drift too fast (if rough weather comes and we drift too fast) we would run back up to keep within visual sight of that light. Because the next morning we would start setting around it again and catching more fish. I've caught a full load of fish off of one piece of wood in the water. Actually, what it was this time was a half of a dugout canoe that maybe drifted off from Costa Rica, or who knows where. It was just full of bait and fish of all kinds. It was just loaded with sharks, yellowtail, just all kinds of fish. We got a full load of fish off this one log. It just keeps accumulating more and more. These other boats, when we would tell our code boats we have a log, and we got, say, 50 ton of fish that day, they would come towards us because there might be other pieces of wood or logs in the water. They would come around us. After you make a set around that log you keep that log attached to the bow of your boat. That way nobody is going to take that log away from you. When you leave that log drifting at night that is your log and nobody else is to touch it, which sometimes they do, but then there is a slight war. They did it on my watch one night. This light I kept watch on it and this boat got between our boat and the log where you couldn't see the log any more. This was done just before daybreak. He tried to keep us from spotting the log; he had it next to his boat. We ended up getting it back because we almost made a set around his whole boat before he got out of there. This is the kind of fishing that was done in these big huge schools of fish. It could be a wooden spool of cable in the water. I got a piece of wood in the backyard here where we got 200 tons at one set. And it is just a small little piece of wood. So there are some good sized schools of fish out there.

RW: Do you think they are still out there?

LI: Definitely, yeah.

RW: What about this competition from the Japanese and Russians and everybody else now? What is happening?

LI: That didn't bother us. The Japanese would mostly fish with long lines. They would lay out these long lines with hooks on them. That wouldn't bother us one bit, but the only thing is they would catch everything that swam. They would catch sharks; they would catch marlin; they would catch swordfish; they would catch just literally anything that would bite on a hook. They would set this line out, maybe it could be ... The way I see it on the reels it could be maybe 150 miles long. There would be a lot of hooks on that thing. They would be running as they were pulling this line out and setting it again. As it comes on board, one guy would be baiting the hooks; it is coming out one way and going out the other way.

RW: I assume that would be the easiest way of catching anything that swam.

LI: It is a good way of fishing, too, where you are not taking that much out, and yet if the fish don't want to eat that day, they could reproduce. Just like bait fishing, you only took a little sliver of the fish out and then the rest would take off. But when you set a big net you would just take out the whole school. But there are still plenty of fish out there.

RW: Win Bagley told me one time, he said with reasonable control and conditions, we could feed the world on fish. It is like a big farm out there.

LI: You can. Just a few years ago when a person heard of people eating squid or octopus and stuff like that, they used to turn up their nose and say, "You are some kind of cannibal." Now you go buy a squid steak at a fish market or wherever, and it costs you right through the nose. Not to change the subject or anything -- in fishing, they took all the canneries out of San Diego. I don't think there are many canneries left, not even in San Pedro. What they do now, I think the few boats that are in here -- there might be 25 or 30 boats of the super seiners left -- I don't know if there is just one cannery left in San Pedro and the rest of it they might transship and put on steamers and send them to Puerto Rico or somewhere else to be canned.

Now for all these tuna boats that have stopped fishing, they sold most of them to the Mexicans. Most of those fishermen who did fish, some of them became car salesmen, some of them got small boats and they fish for lobster. Myself, I've got a 20-foot speedboat. I had a hydraulic reel put on the bow and I used to fish for halibut, shark, sea bass, or whatever else with gills in it. Now there are so many restrictions on that from the Fish and Game Commission that it is not that profitable. So I sold my boat and just got out of it. I am working for the Maritime Museum on the Star of India and the Berkeley. A few people are working for the fish markets. Some of them went into cement work where they would be plasterers or cement finishers, or carpenters, or working for construction companies. They are just scattered all around. Things they never had any idea of getting into before, but to make a living, that is what they did.

RW: Did some of these guys make enough money that they could really retired on? It seems like big money could have been made.

LI: Well, you know you live according to what you earn. A lot of the fishermen made big money; they bought expensive clothes; they thought that was going to last forever because there was no indication of it going down the tubes like it did. They bought expensive cars. Myself, I always saved for a "rainy day." I invested in my kids. I put my daughter through medical school. She has got her doctorate in pharmacy. My son went to business college at USD [University of San Diego] and he is working for a company. He is doing well. My other daughter is working for the Bank of America and she has a nice little job. She is living up in Eureka, got married and has one kid. But some of the fishermen never thought it would rain. Whatever they earned they spent it. Sure, I was riding around in an older car. I bought a new car and kept it for a long time. Some of the guys bought new cars every couple of years. They would just go out ... If they went into a bar it was drinks for the house. Where somebody was a little more conservative and thought about saving a buck, he would do that. But it was just up to the individual.

RW: The chances are of fishing coming back to San Diego are almost impossible now?

LI: You know, I think it might come back. I wouldn't bet any money on it, but the way it looks to me is fish is one of the best things in the world to eat, one of the safest things in the world to eat. It is probably one of the healthiest things. It is in demand. From my personal view, I think it might come back.

RW: Why would the Fish and Game [Commission] put restrictions on fishing off the coast here?

LI: I don't know; they just have so many restrictions. One little thing, they give you the size of the net to use. I used to fish for halibut and at the time it was an eight-inch stretch. You get from one knot to the other knot and stretch it, it is supposed to be eight inches. I had the legal nets. Then they put another restriction that the fish you catch had to be so big. They had to be no less than 22-inches long for a halibut. They allowed you to catch up to 30 pounds of undersized fish and the rest you had to throw over the side. And this was just to eat; you couldn't sell that 30 pounds of fish. If it was undersized you couldn't sell it. Now, to me, if they had set a certain size limit on the net, if you killed that fish, whether it be undersize or oversize, why couldn't you sell it? Why would you have to throw it away? It is already dead. It just seems like they are putting a double restriction on one's head. There is a restriction on the size of the net you can use because if you use smaller than an eight-inch mesh, you would catch a small fish. This eight-inch mesh is to allow the small fish to swim through. Some of them swim through; they might get caught in their mouth and they will end up getting killed anyway. But you, say you caught 50 pounds of undersized fish and it is dead. Why throw it away? So that is one of the hassles. You are fishing a certain type of fish and you are not allowed to take not one sea bass, no undersized sea bass, whatsoever. So a school of fish goes through your net and you catch them, you are not fishing for that species, but it did get in your net. You've got to throw every one of them over the side. Here I am throwing sea bass over the side that probably costs you about eight or nine or ten dollars a pound at the fish market, and I could sell it for two dollars a pound, but I've got to throw every one of them away.

RW: Are they dead or alive?

LI: Dead. They are floating because their airbag breaks and the sea gulls are eating them right next to you. It is just a waste. Now you tell the Fish and Game, "Let me bring them in. I'll give them to an orphanage, or I'll give them to the church, or I'll give them to somebody who is needy. I don't care; I just don't want to throw them back." "No, you can't land anything undersized or out of season." There are too many restrictions, so I just got out of it.

RW: Where does Anthony's and these other restaurants and other places get the fish from?

LI: My brother's fish market imports a lot of fish from Mexico; Anthony's does, too. They get them from Australia and from up north in Eureka. They have fish markets different places. They have fish brokers where they know all these fish brokers from other countries, or even states. The shrimp they get from Mexico and import so many of them. They have their brokers who come here and bring samples of what they have. That is the way they get theirs. You have your rock cod fishermen who fish in the banks out here and they are restricted to a certain size net, too. Certain types of fish they can't bring in. When swordfish season is over, even way down deep, a hundred fathoms down, you set a net, they've gotten swordfish gilled up in their net. One guy got a 300-pound swordfish. He sold it. He got away with it, but if the Fish and Game would have got him with that fish they would have arrested him or given him a big fine. He has got to get that fish and throw it away. I just got fed up; it is not worth it any more.

RW: I've eaten shark and it is good tasting fish. Some of these exotic fishes now ...

LI: Years ago the markets have always sold shark. Nobody knew they were eating shark; they were just the gray fish. Now they put shark and the prices of it are almost higher than any other kind of fish because it is a good eating fish.

RW: Did your cooks cook fish when you were fishing?

LI: You know, all the years I tuna fished, I don't think the cook cooked tuna more than once. We brought canned tuna aboard once in a while, a case or two. But we never ate it. Once in a while we would make sets and get a lot of this mahi mahi, which is dolphin. We would filet that up, but you catch so much of it, you just get sick of it. We used to barbecue it once in a while. Very seldom did we eat fish on board. If we ate fish, we would buy a swordfish here in San Diego before we leave and put it in the freezer. We would eat that every so often. Or, on the way down to the fishing grounds, we would have a harpoon and we'd harpoon a swordfish, or we would stop at one of the banks and fish for rock cod or other bottom fish and we'd get a bunch of it and put it in our freezer. We'd make a fish stew.

RW: You pay through the nose for that around town.

LI: That is very good. That is the way we do because that kind of fish, rock cod, you want it fresh. A fisherman likes fresh fish. We don't want something that is turning white, that has been frozen for over 20 years. A lot of times on the way down we would stop at Cedros Island or some of these small Mexican places where they would fish lobster. We would blow the horn on the boat and the guy would come out in a little skiff. He would have sacks of undersized lobster. We would give him meat, coffee, a couple of jugs of wine, cigarettes; that is what they would want. They didn't want money; they wanted stuff they could survive on because they would be on these little islands with the little lobster camps way out in the middle of nowhere. They would catch these undersized lobsters, stuff they couldn't sell, and they would trade them to the fishermen for the things they needed. Mostly, they wanted whiskey and wines and stuff like that because it would be so cold that it would keep them warm while they are working. A lot of times we would stop the shrimp boats way down in Mexico and give them cigarettes and stuff that they could use and they would just give us hundreds and hundreds of pounds of shrimp. They work for a company and no matter what they caught, they would give us the whole load, as far as that goes. It wouldn't be any skin off their back; if they could get other things it was fine for us.

RW: Do you think it has changed that way now that there is a 200 mile limit and no American boats are going down there? Has life changed for them?

LI: No, they are still doing everything the same. In fact, the Mexican boats are pulling trips like crazy because the American boats can't get in there.

RW: You can't use American boats anyway.

LI: If you fish outside of 200 miles, there is a lot of fish out there, too.

RW: You were saying something about a friend of yours?

LI: He runs one of these super seiners from Mexico, out of Ensenada. He just made a three week trip on a 1,200-ton boat. There are plenty of fish there. The Mexicans don't have the full fleet like we had. They've got a large fleet now. That is virgin country now because it isn't fished out like it used to be.

RW: Then they bring them in and they can them -- in Ensenada?

LI: Yes, they have a cannery there now where they unload.

RW: Is this a Mexican cannery or an American cannery?

LI: I think it is Mexican.

RW: And then they ship up to the States here and everywhere else?

LI: They ship probably all over the world. A lot of it probably comes here.

RW: A can of tuna, once it's canned, can last years, can't it?

LI: Yeah. In fact, up to so many years, I imagine. I don't know; just like a can of anything else, how long would it last. A can of tuna would last just as long. I've got a case of tuna out there -- I like to keep at least two or three cases of tuna. It has been out there close to a year. It is very good. I buy it right from the cannery myself and it is a little less expensive. You get these three-ounce cans with the flip-top. Just pull it open if you want to make a sandwich.

RW: Getting back to the rivalry between the boats, was there really, in the end, any bloodshed or hard feelings, vendettas, or anything like that?

LI: Yeah. Most of the time a lot of the guys got along real good. Being out at sea months at a time you get on each other's nerves. But I think men could get along better ... If you had, say, 10 or 15 women on a boat, they would probably kill each other; they couldn't make it. But men just had a certain way where they got along. You have to have a lot of patience and get along because you can't have fights on there. They are tolerated. You are both fired when you get home if you start fighting out there.

RW: I assume you have to have a strong skipper?

LI: Yeah. Some of the guys I worked for, it is not so much he has got to be set in his ways. He would just lay down the law and that is the way it is. Like at the end of the day when ... For example, you could have a highball at the end of the day or when you finish fishing. Years ago when you finished filling one well of fish, the skipper would put a bottle of whiskey on the table and everybody would have a highball. Now, if somebody abused that and got drunk and started making trouble, he would be let go when he got home. "Off, you're fired." It isn't tolerated because you don't want a troublemaker on the boat. This one boat I fished on, a Portuguese boat, I was the only Italian guy on there. This one Portuguese guy told the skipper, "Why don't you fire that 'wop' and hire another Portuguese?" That skipper knew I was a hard worker. When we got home, he fired him. He said, "I know who to fire and who not to fire; I don't need you to tell me." And the guy himself was a hard worker, but he was a little bit of a troublemaker and the skipper saw this. When you are out there with a crew of men you know who is causing trouble and then when you get home you don't have to give any reason. You can just tell him to pack his boots and take off.

RW: How many would be on a crew of a purse seiner, one of these larger ones that we ran?

LI: I think it is either 15 or up to 17.

RW: And you all were sailors and fishermen at the same time then, weren't you? In other words, you worked the boat and you worked at fishing.

LI: Oh, yeah. You'd have your engine room gang, you'd have your deck gang, your wheel watch, and your interim watch. Whenever it came time to work everybody would do his job. The chief engineer would take care of freezing the fish. Sometimes he would rewind the cables on the winch. The cook would stack the rings; the navigator would run the power blocks; the skipper would stay up on the masts; everybody had their set jobs. But when it came time to fish, the whole crew fished, including the cook, the engineers, everybody. You put fish on the boat and then you worry about other things. We never did get down to any kind of weather out there. A two-year old could fish in calm weather. There is a difference between a good fisherman that would fish in any kind of weather, and then there would be somebody who would be a fair weather fisherman. A lot of times you've got to watch out for the weather. You could make a set and it would get real rough and it would be really a hassle to get your net back, to pick up your big skiff on the stern of the boat because it is very heavy and it is dangerous picking it up in rough weather. Sometimes there might be a chibasco coming towards you and here you see this great big school of fish that you are just watering at the mouth to get it. With a chibasco you can see the dark clouds; it is just right on the horizon. A chibasco is like a hurricane. You can have up to 120 to 150 mile an hour winds. And you get mountainous seas. Here you are getting these big swells where you are at, but yet it is dead slick calm. You get in a swell. You think, would I have time to get the school of fish and then get out of here? If you set that net you could lose everything. You have loss of life; you could lose your skiff; you could lose your net. There is a lot of danger. A lot of guys could get hurt. But a lot of skippers get money hungry and say, "Okay, let her go!" And you set around it and, boy, I tell you, everybody is wheeling, trying to hurry up to get that net aboard. What you do, even if you get tuna gilled in the net while you are holding this net on board, you stack everything; you don't worry about taking anything out. If you catch sharks, you stack that net on top of them. You try and hurry up to scoop that fish up on the boat, put your gear on the boat and get out. And a lot of times you get caught in that thing. I got caught in one. The skipper was money hungry. We made the set and that net was just blowing so hard. The whole crew had to tie the net down, get off the net pile, and just let everything go. We got the guy from the big skiff; we tied cable on to the skiff. We left the net in the water and used that net like a sea anchor where it would just keep us at a certain way until it all blew past. Then we would finish loading the net on board. The wind was blowing so hard, the guys would be hanging on to the net, and it would blow them out over the sea, away from the boat. They would be fluttering like flags. This was too much. The other guys would pull them back in with the net. We just had to tie everything down and go inside.

RW: Would they last long?

LI: Well, sometimes if you get in a hurricane, yes. This was what they called a rain squall where the wind would really be howling, but it would blow over. A lot of times coming home with a load of fish, you would get into these hurricanes -- they call them chibascos -- and you would have to lash everything down. I mean, put cables over your skiff and tie everything down, because that wind would just blow everything away. A lot of time it would blow your radar off; it would just blow your speedboats right off the deck, just clear off everything that is movable. We would take green water right over the pilothouse. Whenever you see one of those big waves coming toward you, you have to slow down the engine. Otherwise, if you plowed into it full blast, it would do fantastic damage. Even though the ships are made out of steel, it could do a lot of damage. But this is the way it is. I am glad I did it; glad I am out of it.

RW: I was just thinking how much better the purse seiners were than the bait boats as far as living conditions were concerned.

LI: Living conditions were better on the purse seiners because you had air conditioning inside and it wouldn't be hot.

RW: Besides you were up in the deckhouses, weren't you?

LI: Yes, we slept up on top instead of down below. Well, even on the bait boats, they slept above. It would be so hot during the day that you just lay in your bunk and smolder at night. You'd get your mattress and throw it on deck and sleep out there to make it. You'd wake up more tired than when you went to sleep, sleeping in that kind of heat. You are down in the tropics. But now they have air conditioning; they have water makers where you can use fresh water throughout the trip. They have nice showers. It is just a lot better conditions.

RW: The pay was a lot better, too, wasn't it, because of a larger boat?

LI: Actually ton on ton, dollar for dollar, the pay was better on the bait boats because you used to get a better percentage. And the purse seiners you've caught volume and your trips would be shorter, so you would make more money, but if you've got the same tonnage way back then as you did on the bait boats, you would have earned, I'd say, twice as much as you do now.

RW: One of the other things I was thinking about is in reading the paper about this controversy about putting these government people on board to count the dolphin kills.

LI: Yeah, they had these observers. They had these guys come out and check and see exactly what got caught in the net, how many porpoise kill there would be. They would write everything down and if it was over a certain amount, they would close the fishing down.

RW: What is the deal where these women want to go out? They must be crazy.

LI: I just read in the paper the other day this one judge approved the women observers to go out. You know, everybody likes women, but you get 15 or 17 men out there who have been out there for three or four months. You get one woman observer to go out there, you don't have the kind of facilities -- maybe you've got three or four showers on a boat. You can't have private facilities for a woman. And a lot of times guys like to work in just nylon shorts. There is just a lot of freedom out there; a person doesn't like to dress so much. You wear nylon shorts to keep cool when you are stacking the net -- it is cool with the water on you because it is really hot down there. You've got one woman there -- it just wouldn't work out.

RW: Where do these women get the idea that they want to go in the first place?

LI: A guy standing watch at night on wheel watch and a woman wants to go up and get some air up on top. Well, the guy's been out there for months, you know, it is just human nature to make a grab at her. Either he is going to put his hands on her with her permission, or maybe without her permission. It is going to cause a problem. Whose fault is it? His fault, or her fault? A person who is put in a cell, just put him in jail with a woman and say, "There she is, but don't touch her." It is the same out there. When you go fishing you are in jail; you can't go anywhere. Sure, there are 15 guys there, but that is almost like solitary confinement, in a way.

RW: I was going to tell you of a similar situation in that I was working on the B-36 program down here at Convair and we were in what was called the final assembly where we finish off the planes and then they took it over to the ramp, fueled it up and flew it off. We were all a bunch of guys in our crew. Then they started bringing in women into the crew. After that production went down, the gripe factor went up -- I just stayed in my own area, did my job; I didn't want any women around, and the whole crew isn't the same.

LI: You get this one woman observer. You are in a set catching fish and it is real hot down there, and she comes out there with shorts on and a skimpy little thing; she might want to sun herself off with a little bathing suit or bikini, or something. And these guys have been out at sea for three or four months? Criminy, that's too much! If she is very loose with herself, there are going to be a lot of divorces when you get home because the wives are going to find out that it went on. To me, it is sick. Many years ago they said it was bad luck to bring women on board boats or ships. It is still that way because it is trouble. If you don't have them there, you can't touch them. I've got this little movie on fishing, if you want to see a part of it after this interview. And in that way you can add on to this tape, too, if you want to. I've just rolled to the fishing part of it and in that way you could talk into this thing yourself.

RW: I'd like to do that. I think, Leonard, we've pretty well got fished out on this thing.

LI: I think so. We've covered a pretty good portion of it, anyway.

RW: I want to thank you for the Historical Society and for the Maritime Museum. I would like to continue on with your father-in-law next week and then some of the other guys.

LI: Next Saturday, so you want to talk to my father-in-law?

RW: Yes, because he goes back before you.

LI: He was fishing in the old country. Then he came over here and I guess he went into cement work for a while in Milwaukee. Those were his bad days and he came out there. I don't know if he fished on another boat, or him and his nephews had a little boat and started fishing for albacore and stuff like that.

RW: What is his name?

LI: Philip Busalacchi.

RW: Okay, I'll do him next week and continue on with a few other guys.

LI: Maybe you could talk to our bother-in-law, Frank Tarantino. I'll try and get a few more guys lined up, give you their phone numbers, and that way you can contact them direct.

RW: Thank you.

END OF INTERVIEW
