

Male Speaker: We are speaking. The hard question first. Please say your name and spell it.

Anthony Misetich: My name is Anthony Misetich, M-I-S-E-T-I-C-H.

MS: Anthony, what year were you born and where were you born?

AM: I was born in San Pedro in 1960.

MS: When your family goes way back into San Pedro, give me some family history. When did your family first come here? Why did they come here? What did they do when they were here?

AM: Well, my great uncle, founder of StarKist Foods, Martin J. Bogdanovich came to San Pedro in the early – I want to say, 1910s around just before the First World War. Then brought many of his family members over here over the next twenty years to help work in the cannery. My other grandfather, Anton Misetich, came here in the 1920s, attended San Pedro High School to about tenth grade, I guess it was, and then became a captain of a fishing boats at sixteen years old.

MS: Now, tell us why your great grandfather came here. What did he do before? Where did he come from? How did he get here? Why did he come here?

AM: My family originates from present-day Croatia, which I guess that's in the case of my great uncle was the Austro-Hungarian empire at the time. They were people living on the islands. Fishing was their main industry that they participated in. They brought that trade over to San Pedro. My great uncle was very much of an innovator and an entrepreneur, finding new ways to keep fish fresh in the holds of a ship fishing vessels, and came up with a brine system to keep the fish fresh for long voyages so they could be brought into the cannery and then packed fresh into cans.

MS: Well, I assume he came here, I guess, as a relatively young man from Croatia, he was not speaking English. How did he get started? He did not come here and suddenly start StarKist. I mean, what is his story on how he built...

AM: He worked on fishing boats.

MS: You have to say my great grand uncle.

AM: He worked on fishing boats.

MS: You have to say my great uncle.

AM: My great uncle were...

MS: Wait for me to finish before I could write.

AM: My great uncle, Martin J. Bogdanovich, worked on fishing boats and picked up the

language. My grandfather, Luka, his nephew, actually went to a night school to pick up the English language. Then of course, my paternal grandfather, Anton Misetich, learned it here in the schools.

MS: So, tell us what kind of men were they. Described them as people. What kind of men were they?

AM: Well, to me, they were the greatest men. I revere my grandfathers. I learned a lot from them, their work ethics, their visions, just the examples as men that they represented were an inspiration to me and to this day. They came here basically with nothing in their pocket and carved out very successful careers, if you will, here in San Pedro. They both love San Pedro immensely. They love this town. They love this port. They helped work in an industry that helped develop the town of San Pedro and the port. They were very proud to become Americans.

MS: Described what kind of characters were they. Were they quiet, shy, strong? What kind of men were they?

AM: My grandfather, Anton, was a people person. He was very outgoing. People loved him. He would go out of his way to be friendly to people, to say hello to people. If he saw a person that he knew half a block away, he would yell out to that person and wave a half a block away in advance towards that person until that person recognized him and say, "Hey, Anton, how you're doing?" He loved people. People loved him. He was very charismatic in that way. My other grandfather, Luka Bogdanovich, was a very intelligent man, very bright. He was a hard driving man. He was a very smart man for business, very operationally innovative for StarKist, helped build their cannery in Puerto Rico. He helped run a cannery down in Peru. He was instrumental building plant for here at StarKist here in Terminal Island.

MS: What about your great uncle?

AM: Well, my great uncle, I never knew. He died in 1944. The stories I hear though that he was, again, entrepreneurial-type man, an innovator, somebody who like to employ the people from his heritage, from his ethnic background, and brought many Croatians over from I guess was Austro-Hungarian empire, then Yugoslavia, brought them over to work in the cannery.

MS: So, talk about the founding of these canneries. When your great uncle first came here and grand uncle came here, what was the business like? What were the canneries here? Then how did he get involved in them?

AM: Well, when he first started, it was rough.

MS: You have to tell me his name.

AM: When Martin J. Bogdanovich first started, it was very rough. I mean, he, I think, went broke twice in his attempt to have a fish canning business. On the third try, he was successful and built French Sardine Company with the aid of a couple of other gentlemen from Yugoslavia

at the time. They helped build it up to a cannery that was supplying food and tuna products to the troops during World War Two. He was very in love with becoming an American and being an American and love the country. He worked very hard during the Second World War to raise money for war bonds. In fact, the day that he died down at the Yugoslav-American Club, he was there for a war bond rally and had a massive stroke there at the club.

MS: How did he build that company? What made it a success? What did he do that...

AM: I think that generation of determined, stubborn, if you will, people that worked tremendous amount of hours. That my grandmother tells me stories about the hours that my grandfather put in working at the cannery. They put in a tremendous amount of hours to make the business successful. He gave credit to a lot of struggling fishermen. They repaid that with loyalty. That intense loyalty helped build the business where he had a steady supply of fish coming into the cannery. Contracts with governments and other retail outlets helped build that business.

MS: As I understand, they were really sort of going back to the old country. They were canneries that really were primarily had come from Croatia, the Dalmatian Coast, that area. Then there were tie-ins. They were two kinds of threads going on in the cannery business. Is that true? How did that work if it was?

AM: Well, in the cannery business, I think they service both the Italians and the Croatian fishermen equally. I think my great uncle's favorite boat was the Santa Maria, which I think was an Italian boat. I mean, he revered the boat and the business, the supply of fish that it brought into him for the cannery, and that was an Italian boat.

MS: But the competing companies had different owners and they had come from different heritage. Is that correct?

AM: Correct. That is correct.

MS: Try to describe that to me.

AM: Well, you had Gilbert Van Camp. You had Pan-Pacific. Of course, then you had French Sardine Company, which eventually became StarKist. StarKist was purchased by Heinz back in 1963. So, that was owned by a major corporation and your public company owned that cannery and then built other canneries throughout the world.

MS: So, described each one of those canneries, the Van Camp, French Sardine...

AM: Well, I can only speak the best for my knowledge of the French Sardine Company because it did exist before I was born. However, my earliest recollections were going over to the StarKist cannery. Again, I was born in 1960. Heinz took over StarKist in 1963. I remember going over on Saturday morning with my grandfather. We got up where he picked me up at my home and took me down to the Ferry Building down here on the sixth street. We got him off the Islander, took the Islander across. Again, these are the days before the Vincent Thomas Bridge was completed. Then going over the cannery. Then I remember going into the one room, enormous

room, in StarKist. There must have been five hundred ladies stooped over these tables with knives. I think it was at the time they were cutting fish. They were all in white smocks. They were all cutting the fish. I could really still smell the smell from what they were doing, cutting up the fish. But I just remember all these five hundred ladies and rose over these tables, stooped over cutting these fish and doing what they needed to do to prepare them to go and be processed to put into cans. Those were my earliest recollections of being involved and going into the canneries. Then the weekends that my other grandfather was home from fishing, he would take me down to the boat. So, I would get to go down on the fishing boats, down at Berths 74, and see my grandfather's boat. Here I am, five years old playing on this boat and going up in the bridge and pretending I'm the captain of the boat and exploring the whole thing from stem to stern. Then also I remember playing on the docks there where they had the net piles. They would take the nets off the boats, work on them, and they would create these big piles of net. So, I used to have great forts out of these net piles. So, I had a lot of fun. I was fortunate. One weekend, one grandfather would take me to cannery. Then when the other grandfather was home, I would go down to the fishing boats. So, I got to see both sides of the industry from a very young age.

MS: Economically, what was the importance of the canneries and the fishing industry to San Pedro historically and in your memory as well?

AM: Well, the canneries employed a tremendous amount of people in San Pedro. The fishing industry as a whole employed a tremendous amount of people. I think the numbers run as many as ten thousand people between the canneries and the fishing boats were employed and derived their livelihood from the fishing industry here in San Pedro. Many other people worked in the shipyards that helped repair the boats and get them ready to go back out to sea. So, there was a huge, tremendous emphasis on the maritime trade here in San Pedro that was, as overall, tied to the fishing industry.

MS: Again, this is before your time, what were the technological changes that took place in the cannery business that has been evolved? How did your ancestors get involved in them?

AM: I like to talk about my grandfather, Anton, the fisherman first because he did some innovations in the fishing industry that he is recognized for. First of all, he was one of the first people who developed a power block that helped lift the net out of the water. A lot of people give credit to people like Mr. Puretic, a mechanic, who developed another type of power block. My grandfather was the first one to use a power block that was able to lift the net out of the water, up on through the boom, through the power block, and back on the turntable. He was the first one to do that. He was the first one to recognize the importance of a power skiff in the fishing process in making sets.

MS: You have to explain what is the power block. We are going to change tape. This is great. So, we have talked a number of really interesting folks. I go back to my question, you have to explain what this power block is.

AM: A power block is...

MS: Start from the beginning before you repeat yourself . But when you say power block, explain what it is. You talked about your grandfather.

AM: A power block...

MS: Let us start with as if you began, "My grandfather was an innovator one."

AM: Yes, my grandfather, Anton, was an innovator in several inventions in the fishing industry or methods. One was the power block. A lot of people give credit to Marco Puretic for the power block. In fact, he was probably the one who made the first hydraulic power block. My grandfather used the power block or developed the power block that used belts, which wasn't really that effective. But it still did the job initially until hydraulics came around.

MS: You have to say what the power block is.

AM: A power block is basically a roller on the end of the boom. What they do, they grab the end of the net and pull it through that roller. Once that roller catches the net, it just rolls the net, continues to spin and rolls the net, helps roll the net back onto the turntable and the men stack it. What was the benefit of that? Well, the use of machinery to make it more efficient to make sets to catch fish, rather than using manpower to pull that net all the way in from the ocean, back onto the ship. Then go ahead and then boil the fish out of the net into the holes. That was one thing that he was innovative for. The second is use of a power skiff. Because in the old days they used people that rode in the skiff, two men, he put an engine into a skiff and created a power skiff with the use of an engine. So, he mechanized that part of the process. He was also innovative. He's recognized in the museum in San Diego, that Maritime Museum in San Diego and the Maritime Museum here, for developing what they call the backdown method. When he was made a set on a school of fish, invariably, porpoise would be involved in that school of tuna. So, what he would do, he would back down the boat to allow the porpoise to escape. That was something that he was credited for as a method to help save porpoise from drowning in the nets. He was the first one to use that. He's recognized in the fishing industry for that innovation.

MS: Now, what about the canning industry, some of the changes there?

AM: Well, my grandfather, Luka, he was in operation side of the cannery. He's plant manager. He was very innovative in introducing newer and more efficient canning lines to help in efficiency of canning the fish. He looked at ways to make the canning of fish more efficient. Just basically looking for more efficient operations within the cannery.

MS: What about your great uncle?

AM: Well, again, Martin J. Bogdanovich was responsible for the brine water for the preservation of fish. But he was more responsible for building the business. I think he knew how to manage people and was basically a leader that people looked up to, and that was his key contribution to the industry as he was such a leader in the business.

MS: This was tough, dirty, tiring work that many women who worked in the cannery did. Described that kind of work. What was the relationship between the workers and the owners in those days? Was it just get the job done or there was hard work?

AM: Working in the cannery was very hard work. The people went home and they didn't smell very good. I mean, it was very labor intensive at first. As mechanization and efficiency were brought into the industry, they were able to get greater yields out of a ton of fish into cans of fish. But it was very difficult world. I remember during my high school years, I went in and loaded fish out of the holds of the vessel for the canneries. When you go into a tank that is filled with thousands of tuna and you go in there, it's twenty degrees in there. You got this what we call oil skins, where these oil skins, because you got fish scales and slime [laughter] all over you and you're sitting there with a hook and you're hooking these fish. Some of them are easily handled. Some of the bigger tuna, you needed two men. You had the two men has backbreaking labor to lift them into a bucket. The bucket was then pulled out of the hold and then brought into the cannery. Then the fish was then on its way to be processed. But you did that bucket by bucket. I remember unloading our one family fishing boat holding 280 tons of fish. I mean, there's a crew of maybe ten unloaders and we're in the holds. Ton by ton, we're unloading all that fish out of the vessel. For that vessel, it took us one day to unload. Vessels that were three, four, five hundred tons, that was usually a two-day job. The big super-seiner was usually two and a half to three-day job.

MS: Now, every legendary character has legendary stories about them. Do you have any legendary family stories about any of your earlier relatives and their exploits?

AM: Yes, my grandfather, Anton, I think what I remember about him about his exploits is that he was extremely brave man. He would have no problem taking a crew out to a wilderness out there on the ocean and looking for fish, which sometimes was elusive. But he would brave rougher weather. He had no qualms and working hard alongside his men. I think that work ethic, that bravery that he showed out on the high seas, he was respected for that.

MS: Let us just stop the tape for a second. I will share a story that someone told us from one of our stories about – you graduated from San Pedro High School?

AM: I graduated from [inaudible] High School.

MS: After high school, what did you do?

AM: Well, I...

MS: You have to say after high school.

AM: After high school, I went to junior college and worked down at the fuel dock fueling fishing vessels. Then after junior college, I went to Occidental College, played football, and graduated from there. The year after graduating from Occidental College, I went to work for my present-day company, General Petroleum, which at the time was called General Fishermen Service owned by the Zar family. Red Zar, who managed and owned that business, was a good

friend of my grandfather, Anton. My grandfather, Anton, gave him all our fishing vessel business for fueling and lubricating the vessels. So, I went to work for his son, John, and been working for John for twenty-three years now.

MS: So, tell me what is the importance of the petroleum industry in the harbor in San Pedro here?

AM: Well, obviously, all these marine vessels, all the equipment needs petroleum products to operate. So, the petroleum business is an incremental part of the economy of the port, whether it's for fishing vessels, whether it's to operate the cranes on the docks or the transtainers or the UTRs on the docks for hauling around containers and unloading ships for the trains that haul the containers up to the main railway yards or for the trucks. Petroleum products are important in the present-day economy of the port in San Pedro.

MS: So, how are you involved with the company? You are obviously in executive position now. But I mean, what is your direct connection to the port in the work you do?

AM: I started out originally sales and bringing in business from the Stevedoring companies and railroads and other companies around the harbor. I've held positions in marketing and operations. Currently, I'm senior vice president of operations for the company. So, I'm involved in our facilities. We have a facility here in Fish Harbor still, the original facility of our company. So, I'm not only involved in this port, but I'm involved in some of our other ports and facilities throughout the State of California. Now, we have a new operation down in Panama that I'm involved in as well.

MS: So, tell me when you say facilities, what are the facilities?

AM: The facilities are bulk plants, a fuel storage facilities. They're not like a major oil company, but they're bulk tanks above ground tanks. So, we have fuel in those. Our company has been very instrumental in supplying diesel fuel for years here in the port of Los Angeles. But we're also instrumental in supplying environmentally friendly fuels such as biodiesel. We've been supplying diesel emulsion called Performix or PuriNOx that got twenty percent water in it, which was another environmentally efficient or a friendly-type diesel product. Then we're supplying ultra-low-sulfur diesel to all the equipment and ships in the harbor to provide cleaner burning fuels here in the port. We've also been asked to supply those kinds of products to the bigger ships now. See the bigger ships burn bunker fuel, which is obviously more polluting. So, our company is going to be involved selling cleaner burning diesels to those ships to help clean up the air and reduce emissions.

MS: So, how has your business evolved? I mean, you started suggested it already. How did your business evolved from not just when you started? From the day when your grandfather and your great uncle started, how was the fueling business in the harbor evolved and changed from then until now?

AM: Well, business has changed tremendously. Our main staple was the fishing boats, the tugboats, and the seismic vessels that traveled and called on the Port of Los Angeles. Now, our

business has expanded to not only servicing the much-reduced number of fishing vessels that are present day in San Pedro, but in reduced number of tugboats. Not many seismic vessels anymore, but we have barges now that go out and service the bigger ships in the harbor. So, we bring the fuel to them at anchorage or alongside the dock there and fill them that way. We also provide lubricating oils to all the ships on behalf of the major oil companies. We deliver fuels to the terminals to keep their equipment going and lubricating oils to the local shortline railroad that serviced both ports. We supply fuel and lubricants to that business. So, our business has grown out from the port. We started with the port. We've grown out in the way of the port, moving farther and farther inland. Then expanding to other ports up and down the West Coast, and even to foreign countries such as Canada and to Panama.

MS: But you also began to indicate that the nature of the fuels had changed as other issues have come into play. Described those changes.

AM: The fuels have changed noticeably over the last twenty years that I've been involved in the business. I mean, I remember how amber looking in color diesel used to be. Now, it's almost water white because it's a result of reduction of sulfur in the fuel through the refining process. So, there's less sulfur in the fuel today than there was twenty years ago, significantly less. To give you an example, twenty years ago, there was 5000 or greater parts per million of sulfur in diesel fuel. Today, there's fifteen parts per million, a significant reduction. Diesel emulsion fuels, we've supplied to customers here in Los Angeles Harbor, the customers have been able to reduce the emissions significantly. They've been able to reduce the NOx emissions from their vehicles. They've been able to reduce significantly the particulate emissions from their vehicles. Then biodiesel is another biofriendly fuel that helps reduce particulate emissions in fuel and also as an alternative to hundred percent petroleum fuels.

MS: I will jump through another whole subject, which gives us a sense of the community here. What is the Dalmatian-American Club? What is its history? What is his place here in San Pedro?

AM: I'm glad you asked me that question about the Dalmatian-American Club. The Dalmatian-American Club was founded in 1926 by a group of gentlemen of Yugoslav descent, led by Martin J. Bogdanovich, here in San Pedro. It was a social ethnic club. In 1934, the club was built, which it is at its present-day site. They're on 17th in Palos Verdes Street. Martin J. Bogdanovich was instrumental in helping build that clubhouse and build up the membership of the original club. He was president there for nine consecutive terms until he died in office. My grandfather, Luka, Martin J. Bogdanovich's nephew, served as president twice at what was the Yugoslav-American Club at the time. Then in 1991, when Yugoslavia broke up, we changed the name from the Yugoslav-American Club to the Dalmatian-American Club, reflecting the predominant ethnic background of the people who were started the club and involved in the club, which was people from the Dalmatian Coast of Croatia. So, that's how we came up with the name, Dalmatian-American Club. Then I have served as president twice, two terms, as the president of the Dalmatian-American Club.

MS: What does this club do? Why is it important? As I went to the luncheon, I know this is a place you have to be seen and have to do things at. Tell us about this club. Why is it important?



What it does here?

AM: Well, the Dalmatian-American Club has been a social icon here in San Pedro. It was renowned for its dances, for its parties. Many San Pedro families had their daughters and sons married and had the receptions at the Dalmatian-American Club. The club is renowned for its ethnic dances, ethnic events, reflecting its history, the history of Dalmatia and Croatia and the former Yugoslavia. The fish luncheon was started back in the [19]60s and has grown to an event where three, four hundred people will attend on last Friday of every other month. It's a bimonthly event. So, it's a networking fish luncheon. People who are in the know and people who want to be seen and who want to network, want to go to that event and be seen and have their cards read at the reading and enjoy the camaraderie of everyone that is attending and had very good meal.

MS: As you were a kid growing up, what are some of the activities that the Dalmatian-American Club you remember fondly or specially.

AM: My grandfather, Luka Bogdanovich. Actually, both grandfathers. But predominantly, Luka used to take me down the club when they had general membership meetings, and that was the second Friday of every month and still is today. They would have two hundred men and women and we would break bread with each other and socialize and stay for the meeting. It was a great event to see a lot of people, relatives that you knew in town, and people that you knew in town and get together and talk and sometimes argue. [laughter] But the club has great picnics. We have some seven hundred people every July that come to our picnics, where we have lamb and have traditional dancers, Kolo dancers, and tradition of festivities from Croatia and Dalmatia. So, it's a place where people can go and reflect and kind of get a flavor for their ethnic background.

MS: So, as a kid, did you go to these ethnic dances that you talked about in some of the events you went to?

AM: I remember going to the club when I was a young kid. Many times, when there wasn't an event going on and I would have free rein, I used to run around that place and explore it. It was a lot of fun to do that. I remember going to a lot of weddings there. I remember going to an event called [inaudible], which is the celebration of the patron saint of Komiža. There are many Komižia in San Pedro that are members of the club and that attend that event at the Dalmatian-American Club. It's the second Saturday in December every year.

MS: What is that about? What happens there?

AM: Well, we eat traditional foods. We have entertainment, Kolo dancers. Nowadays, we have entertainers from Croatia do entertainment and sing and do musicals. We have pictures or slideshows showing scenes of Croatia and Dalmatia. So, people sit there and they can reminisce about either living in Croatia or from many trips that they've taken to Croatia. Many of them who have not been to Croatia get to see what a beautiful place it is and then talk about planning trips. [laughter] Then we get to sing traditional songs. The [inaudible] has evolved and changed over the years. We've tried to change it just to keep up with time to keep it interesting and keep

it going. It's been going on since 1945. So, every December, we have what we call [inaudible] at the Dalmatian-American Club. We do that today in conjunction with the Croatian American Club and the Croatian Cultural Center. I think last year we had almost four hundred people.

MS: This is a very ethnically diverse community. What are some of the other societies and clubs that are out here to do these activities too?

AM: Well, I'm sure the Italians, they have their Italian American Club. They do a lot of their ethnic festivities from Ischia or Sicily or Milan or – some of the places in Italy, they have festivals. There's a festival event that was renowned in one area of Italy. They might have brought that same festivity over here as the Croatians have done with [inaudible]. Because [inaudible] is also celebrated in the town of Komiža in December as well. They celebrated there. We, as a columnist, if you will, celebrated here.

MS: Now, this is a touchy subject. There was some conflict in the [19]70s and [19]80s when the war in Bosnia and Yugoslavia was taking place. Did that have an effect on the communities here? If so, what kind of effect did it have or did have?

AM: Well, I think tensions ran very high during the conflict when Yugoslavia broke up. Fortunately, today, we've reached out to each other and say, "Hey, we're one community. Let's get along. Let's work together for the betterment of not only our ethnic colony and community, but the community of San Pedro as a whole." That is what the Croatians have done today. We're all working together. So, I think what has happened is, from that war, some very positive things have occurred where people maybe truly back in the early [19]70s, would not have spoken to each other, now are good friends and working together for the betterment of, again, the Croatian community and the community of San Pedro as well.

MS: If you could tell us, what were the things were not so good. What were the sources of conflict? I mean, I've read about it. I know that it was a tough time. What went on in that early period when the Yugoslavia was dividing up and would it affect the dominance community?

AM: During the conflict, I think there was tensions here as war tensions over in Croatia. I think not being directly involved in the war here, I think people were able to put aside any animosities and tensions, and work together much quicker. I think it has worked tremendously on a lot of fronts, especially with the Dalmatian-American Club working with the Croatian American Club. We are involved in each other's events. In fact, I'm a member of the Dalmatian-American Club. But I'm just as welcome over at the Croatian American Club. I was just over there for their Croatian Independence Day. In fact, as honorary mayor of San Pedro, I presented an honorary mayor certificate to the president of the Croatian American Club [inaudible], and to the club, commemorating their Independence Day. So, I think out of that conflict has brought the whole community together. That's ultimately what we focus on.

MS: Was the conflict between what is now called Dalmatia and what is now called Croatia? What was the nature of the conflict?

AM: The conflict was over just the breakup of Yugoslavia. Dalmatian and Croatia are basically

the same country. So, there was no conflict between those two regions. Croatia was trying to get its independence and was fighting the federal government at the time.

MS: Later, I am going to dwell on this. But I mean, for history, I need to do these for my own curiosity. I mean, I have heard, for example, there were bombings that took place here during the [19]70s. Cars were blown up and bombs were set up. Is that...

AM: That is true.

MS: Could you tell me about that and the circumstances of that?

AM: Yes, I remember those only vaguely, to be honest with you about the bombings. In all honesty, it's something that I attribute to just some individuals who were crazy. I don't think anybody really embraces what they did. I think it's probably better soon forgotten.

MS: I do not want to pound away on it. But I do want to have you give me a sense of what it is like to have grown up in this place, the San Pedro. What is special about this place to you, this community here?

AM: To me, the memories are so great in San Pedro growing up here, just the closeness of the community, knowing so many people in the town. San Pedro is one of the few places in Los Angeles where even though it's pretty big town, a lot of people can know what's going on with various individuals. So, it's got a very small village atmosphere, yet it is a much bigger town. My fondest memories, again, are of the fishing industry, the boats, the enormous amount of boats that fished out of this port, and the people that I knew, the captains, and the people involved on the cruise.

MS: Who are some of the characters you remember especially that we should be remembered in a film like this? Who are the great characters of his town?

AM: I remember a lot of the older fishermen, Anton (Slavostonoyavich?), Nick (Mosich?), Anthony Teppich. Of course, my grandfather, Anton Misetich, and my uncle, Ronnie Misetich, was a captain. My cousin, who's also named Anthony Misetich, he had a nickname (Ruby?). So, he was also a captain of one of our family fishing vessels. Then my cousins, I remember my cousins very well. They were characters.

MS: Give me some stories.

AM: My one cousin, John Misetich, was coach of San Pedro High, the football program, for two or three years. I remember going and watching football games there, watching him coach. There are awful lot of people. There are awful lot of people that I can remember again.

MS: Just stories you remember about any of those relatives that everyone sits around the dinner table occasionally, "Oh, you remember old uncle this, uncle that, when he did this, and when he did that." Are any of those kinds of stories you want to pass on that is sort of fun?

AM: I just remember a lot of stories of both my grandfather. I mean, nothing particularly humorous. But just the examples of their hard work and commitments that they made to the family. They worked hard for the family. They were very committed to keeping family together. The family was probably the number one priority besides working hard.

MS: San Pedro is going through some changes. Where do you see the future for this place?

AM: I see a bright future for San Pedro. As my hometown, I think the future is going to be wonderful for San Pedro. I think with the waterfront development, hopefully, that will commence and draw new business to the waterfront. The town needs to have that economic driver along the waterfront, so people in town can have jobs along the waterfront directly. I mean, you have the longshoring industry, which produces a tremendous amount of jobs for people here in San Pedro. But I think you also need other industries here, whether it's other parts of the shipping business, freight forwarders, or marine architects and people working on other areas of international trade here along the waterfront to provide more jobs for people here in this town. I think we have that opportunity here in this port. This port is not going away. This is a tremendous economic driver for the City of Los Angeles. Hence, it's going to keep producing jobs in the region. So, I think San Pedro has wonderful opportunity economically. With the future of the port and the waterfront coming on, I think the town is having some development starting with a new view condominium building here that's going up and some revitalization here in the downtown. I understand Habitat for Humanity is building I think it's ten, maybe sixteen new townhomes here in San Pedro. So, I mean, we're revitalizing the town. The way the direction of the Chamber of Commerce is gone now is marketing our town and selling our town, encouraging our citizens to use businesses here in town. My wife and I, we eat dinner here in the town. We had restaurants in the town. We do our laundry and dry-cleaning business here in the town. Gas stations here, we use gas stations here in San Pedro. So, we try to patronize all the other businesses here in San Pedro. Our children go to school here in San Pedro. So, we try to use the town as much as possible. I think more and more people are going to be finding out what a wonderful town San Pedro really is. They're fortunate to live here.

MS: For better ending of that, anything else you want to say I did not ask about?

[end of transcript]