

Male Speaker: Okay. First question is a hard one. Please say your name and spell it.

Jerry Aspland: Jerry Aspland, J-E-R-R-Y A-S-P-L-A-N-D.

MS: Jerry, what year were you born? Where were you born?

JA: We got it. Okay.

MS: So, what year were you born? Where were you born?

JA: I was born in 1940 in Richmond, California.

MS: Great. When did you first get involved with the Port of Los Angeles? Oh, I should tell you one thing. My questions will never be heard. So, if I say to you, "What do you think of the Port of Los Angeles," you have to say, "The Port of Los Angeles is interesting." You cannot say, "It is interesting."

JA: Oh, okay. I got you.

MS: So, when did you first get involved with the Port of Los Angeles?

JA: I came to the Port of Los Angeles, August 8th, 1962. I came to this port because I caught my first tanker at Berth 150 here in Los Angeles. I made my first trip as a licensed merchant marine officer.

MS: So, your first trip as a licensed officer was here to this port .

JA: It was out of this port.

MS: Out of this port?

JA: Right.

MS: Now, how did you get involved in the tanker business? Give us a little sense of your background.

JA: When I graduated from high school, I ended up going to the California Maritime Academy. It is located in Vallejo, California. When I graduated in 1962, I needed a job. I had a friend whose dad had something to do with tanker shipping. He got me a job at Pacific Coast Transport Company. It is located in Wilmington, California. They hauled all the cargo for the Union Oil Company.

MS: Now, why tankers versus any other kind of thing? I mean, those are pretty big ships to move around.

JA: Well, first off, in those days, compared to today, they were very, very small. I was on a

16,000-deadweight ton tanker, which they do not make any more today. It was a job, and what was most important in those times was a job. I did not care whether it was on a freight ship or a tanker, but I chose tankers.

MS: What drew you to the sea? Why did you want to become involved with ships?

JA: I became involved with ships because when I was at the University of California, Berkeley, I was in the NROTC program, Naval Officer Candidate School. One summer, I got to make a submarine cruise. I wanted to be a submarine officer. Unfortunately, I could not pass the physical. So, then I ended up in the U.S. Merchant Marine.

MS: Now, working with tankers, how is that different than other kinds of ships? I mean, there must be some differences in what you are doing.

JA: Well, first off, there are a number of differences. The biggest one, of course, it is all liquid cargo. All the cargo is carried within the hull. It is pipelines and pumps, and you go to some out of the way places. When I started, it was considered to be an odd business because you only got eighteen to twenty-four hours in port, and people made fun of us. Well, today, tankers actually probably spend more time in port than the container ships. So, it is interesting that things have changed. Secondly, you usually hauled cargo, gasoline, crude oil. I have hauled molasses to various places in ports, which are really out of the way. So, it was a very specialized type of operation. I enjoyed every bit of it.

MS: How does the Port of Los Angeles fit into the tanker port worldwide? Is this a minor port, major port? What comes in and out of this place? How does it fit into the big picture?

JA: Well, we have to talk in two different terms. One is when I first started, it was a major West Coast port –

MS: What part of Los Angeles?

JA: Oh.

MS: Yes, started again.

JA: We have to talk –

MS: Again.

JA: We have to talk about this in two different time periods. The Port of Los Angeles in 1962 was the major import-export port for the West Coast of the United States. There were a number of refined reasons. Every oil company had their terminal. If we jump now to 2007, the major terminals within the port are minor. That is because most of it is moved to the Port of Long Beach and all the other little – our terminals are too small to take big ships.

MS: Why did that happen?

JA: I think it was because –

MS: I think –

JA: Oh, yes. [laughter]

MS: It is okay.

JA: I think –

MS: You may go ahead.

JA: Yes. It just was a natural evolution. There was not a big infrastructure build up in the Port of Los Angeles. The Port of Long Beach did build the big supertanker dock. That meant that the crude was going to go to the Port of Long Beach versus here. Pipelines have come into the picture, and there are pipelines throughout the Los Angeles Basin. So, it was not the need to transport as much crude and product in and out of the Port of Los Angeles.

MS: How the ships changed over the years? Give me a sense from your beginning days in [19]62 to the present, how the tankers changed?

JA: In 1962, my first ship was called the *Tanker Point Arena*. It was a 16,000-ton World War Two-built tanker. The largest tanker in 1962 in the world was probably around 40,000 tons. Today, the largest tanker in the world is somewhere around 420,000 deadweight tons. There are very few small ships, like I was involved, except some that might go up and down the coast. So, the tanker industry has turned gigantic. I think it is quite interesting to note that the tanker industry went through this rapid expansion through the [19]70s and [19]80s. The container ships are just doing it right now. I find it extremely interesting that the container people don't come to the tanker people to ask, "How do you do expansion? How do you expand port facilities around the world to handle bigger ships?"

MS: That is because you guys have the experience, right?

JA: We have the experience. We learned some very hard lessons. That is our experience, and there are some very hard lessons we learned. We learned that the larger the ships require a greater infrastructure. Infrastructure was not built. Therefore, the ships were a bit useless. We have many examples throughout life about big ships and no port facilities. Not only did it happen with the tanker industry, but it happened way back in the sailing ship days when the big sailing ships were built and then could not be handled in ports. We see that to some extent today in the container industry with the large, big container industry ships having to go to new facilities which are being built.

MS: You talked about distant ports. Give me a sense of where you are coming, going to, coming from when you are in the tanker business.

JA: Let us go to both times, again, 1962, when I was just a young fella coming in and out of the Port of Los Angeles until 2007. In 1962, the large ships move from the Persian Gulf up into Europe. There was enough crude oil in the United States itself that we did not import very much crude oil. So, in those days, tankers went from the Persian Gulf to Europe. On the East Coast of the United States, they went from the Gulf Coast to the East Coast. On the West Coast, it was purely up and down the coast. Let us switch now until today. Of course, there is a large, crude import negative balance the United States, so about fifty percent of all crude is imported. This crude now comes from the Persian Gulf. It comes from West Africa and from all around the world and it is hauled in big ships. There have been shipped, brought into the Port of Long Beach of 410,000 deadweight tons. That is about 3 million barrels of oil. If you want to know how many gallons it is, take the 3 million and multiply times forty-two. That will give you the number of gallons.

MS: We hear all the time the dependency on foreign oil and the changing nature of long-range future of oil and petroleum, that kind of thing. How will that or has that affected the Port of Los Angeles? What are the changes that are coming or have come in that direction?

JA: Well, it is interesting that we look at where crude import needs to go, especially to the West Coast of the United States. It is pretty well known that our traditional sources of crude oil, basically California Valley and Alaska crude oil, are dwindling quite quickly. The Port of Los Angeles out at Pier 400 is in the development of a large tanker terminal to import crude oil. This particular terminal will be able to take the largest ships in the world. That is mainly because when they built Pier 400, they dredged the channel. The Port of Los Angeles dredged the channel to eighty-one feet depth. This means that big ships, big tankers can come in fully loaded, discharge their cargo, and then go back to the Persian Gulf.

MS: What do you see in the future of the Port of Los Angeles in relation to the oil trade?

JA: The Port of Los Angeles and the Southern California region will have to spend some time planning for the increase in petroleum trade. There is no question the demand for products to drive our cars goes up every year. There is just not enough refining capacity, nor product storage capacity without building new terminals. So, there will be an opportunity for the San Pedro Bay Port to have to even look further than the Pier 400 process.

MS: Where are they going to go? I mean, we have been told there is no more land available in the Port of Los Angeles. I do not know about Long Beach. How do you deal with it?

JA: Well, first off, a tanker terminal in any port is very small. You basically need a place to dock the ship or berth the ship. Then pipelines can carry the product or the crude inland to storage tanks. So, I think we have to be very careful in how we talk about what land is available to a tanker. You need the port side facility versus the land side. Whereas in a container ship, the land side is probably more important to him than is the port side.

MS: Your first job at [19]62. Give us a sense of how your career went from that point. Eventually, you became a port pilot for the port, right?

JA: No, I did not.

MS: Okay. Tell me your career then.

JA: Okay. In 1962, I came and caught my first ship in the Port of Los Angeles, sailed to 1968, reaching the rank of captain and sailing as captain. I then went back to school and got a master's degree from Long Beach State College, went to work for a company called Keystone Shipping who had all its operations here in the Port of Los Angeles, and went from there to the gas company. I went to the gas company because they were studying to put in a liquefied natural gas terminal right here in the Port of Los Angeles. That did not come about. But here we are again today, considering liquefied natural gas up and down the coast. From the gas company I went to work for the Atlantic Richfield Company in their tanker division. In 1985, I was appointed president of the ARCO Marine subsidiary, which controlled all the tankers used by the Atlantic Richfield oil company, retired from there in 1995. In 1996, went back to my alma mater and became president of the California Maritime Academy until 2001.

MS: It sounds to me like with a meteoric career from 1962 to [19]68, being a captain. That does not sound very normal. You rose to the ranks pretty quickly. Were you –

JA: Yes. In the [19]60s, it was unusual to have a person twenty-eight years old as captain of a tanker. There were a lot of embarrassing moments when I was captain because pilots especially would come on board, and they would have the newspaper for the captain. My chief officer and I used to play a great game. My chief officer and I played a great game. His name was (Francis Tunstall?). He grew up here in the Port of Los Angeles. Francis would stand up to the window, and the pilot would come and hand him the newspaper. Francis would get gruffy and tell him, "No, that it is a young kid over there, that is the captain." Then the pilot would have to come and be apologetic to me and give me the newspaper. But it was quite unheard of. There is another side to this being young. I did apply to become a port pilot here in Los Angeles. In those days, there was nothing about age discrimination. So, I think there were seven of us and I ended up number six on the list. The reason given to me, at that point in time, was that I was too young. Now, the part that hurt the most about that did not have anything to do about me being too young. But there was a person who was number four who I had fired off of a ship for incompetence.

MS: Any other experiences you had as a young captain, aside from getting – what about the crew? What about other people you dealt with? Do they sort of take a second look or what?

JA: This was a small company with a small – I remember five ships, I believe. I think people were glad to see younger people coming. I must say that I was very, very fortunate. I was very highly respected. That is all one can ask for. I do remember coming in to dock the ship at Pier 149. This particular company, you had to have your own pilotage. So, I did my own pilotage course for about five years. I had watched these old guys do it, and I thought they did not know what they were doing. So, as we went into Pier 149, I put the tugboat on the wrong side of the bar. So, as we approached 149, I put the tugboat on the wrong side of the bow than I should have. Well, so instead of helping me, he actually gave me more momentum. I came very close to hitting the dock. I think one thing that always made me happy was that everybody on the bow

– you have to remember that some of these people were sixty-five years old – were all looking at me and kept yelling me, "Go back, go back, go back." Of course, the ship has no way to go back. But it was just a highlight even though – we missed the dock by the way. It was a highlight to see people who could have been my father or, in some cases, my grandfather, who were really rooting for me to do well. So, yes, it was some disadvantages, but the advantages really outweighed and I had fun.

MS: Do you remember your first command when you were – little nerve racking?

JA: I remember my first command because I took over the ship, the tank ship *Santa Maria* out of San Francisco when we left the dock in a place called Rodeo, California. We got out through the Golden Gate, and it was socked in with fog. I remember going up the coast. In those days, the Russians used to harass coastal shipping with their so-called fishing fleets. Actually, probably spy vessels. So, as we proceeded up the coast, I do not think I was on the bridge. I got a call that I needed to come to the bridge. So, I came to the bridge. We are northbound, and there is a ship coming westbound. We knew who it was because we just passed it the day before. It was this Russian mothership as we call them. They would take care of all the small fishing vessels, and clearly, it was going to be a very tight situation. Well, I got up. By the time I get up there and the watch officer told me what was going on, I looked into the radar. I can still remember this day turning over toward where the captain usually stood. I was ready to tell him, "Hey, here is the problem." Well, it finally dawned on me that I was the captain and I had to make the decision. I made the decision. We did not alter course. Perhaps not the best decision, but we did not alter course, and he turned around. But I will never forget that moment when I turned and realized it was me who had to make the decision.

MS: So, you just decided you would risk nuclear war, just keep [inaudible].

JA: Yes, that is what we did. [laughter]

MS: What about the issues of – there has been tanker accidents and failures and that kind of stuff. Did you ever run into any of that? I mean, not yourself personally or maybe you did personally. Any other situations where there were losses because of that?

JA: I think the best place to start with the question and how it affects all the ports, and the Port of Los Angeles is at 2:33 a.m. on Good Friday, 1989, my phone rang. I was the president of ARCO Marine. My boss told me, "I have got good news, and I have got bad news. What do you want?" I said, "Well, it does not make any difference at 2:33 a.m." I said, "Give it to me." So, he said, "The good news is it is not you. The bad news is your life will never be the same." Truer words have not been spoken. Did I say it right?

MS: It is okay.

JA: Yes.

MS: So, you are having the *Valdez*.

JA: Yes, *Valdez*.

MS: So, explain what was that phone call about?

JA: The phone call was of the *Exxon Valdez* had hit the reef. Atlantic Richfield was absolutely dependent on crude oil coming out of *Valdez*, and if the place shut down, Atlantic Richfield is going to be in a lot of trouble. When he said my life would not be the same, we then decided within the Atlantic Richfield Company how we were going to approach tanker safety. We had a huge effect on laws and regulations on tanker safety. Tankers today are very safe. Yes, if they have an accident, and it is a horrendous accident, there is a lot of oil spilled. But they are run very well. They are double hulled. They have lots of different systems today. Completely different than from one I started in 1962. The industry has expanded and safety is the utmost.

MS: Any other kind of experiences you remember your career – funny, serious, nerve-racking that you want to share with us?

JA: Well, I will share a specific story about the Port of Los Angeles. I am not really sure what the date. But there was a gentleman here called Admiral Higbee. Admiral Higbee had been in the coast guard in the Port of Los Angeles. He was for the coast guard, the captain of the port. The captain of the port, through the federal eyes, had a lot of stroke. Still does today. There still is a captain of the board. But Admiral Higbee retired. Then he became – I cannot remember his complete title, but I think it was port warden for the Port of Los Angeles. There had been a couple of tanker accidents, and he came in to clean it up. I worked on the, what we call – I was on the night crew over at Union Oil for a year. You are always warned to watch out for Admiral Higbee. Because if Admiral Higbee thought that you were not following the rules, Admiral Higbee would come down. He would get a small boat. I do not know whether it was the port boat or a coast guard boat. Instead of coming in the car, he would sneak up via water, put a ladder up and come up and inspect the vessel. So, you are always looking out for Admiral Higbee. Now, I did not see the man. I do not know how much of that is for folklore, how much it is the truth. But I have to give him a tremendous amount of credit. After a series of accidents, he set in progress a set of rules and regulations for the Port of Los Angeles that certainly made the port safer as far as tanker operations are concerned. Some of those rules and ideas are still in effect today.

MS: Now, were you around when the Sansinena incident took place?

JA: Yes, I was around when the Sansinena took place. The operator of that particular ship was the same company that I worked for. I must say that that night I was sitting on the lawn of the city of Fountain Valley where I live, getting ready to light the city Christmas tree. I heard a boom and we felt a concussion on the lawn. That is probably, as the crow flies, maybe twenty miles. As soon as I heard what it was, I was very, very much concerned because I had some personal friends that were involved who were down on the ship. One of them left twenty minutes before it blew up. It is sad, but I am not sure that that accident can happen again because now we have inert gas.

MS: So, what did you do? You go to the port or –

JA: No. I guess I learned them that if they need you, they will call you. So, I did not get close. I was ready to go if someone needed me. But it was sure a tragic accident.

MS: You are (formerly?) the president of the Marine Exchange. Is that true?

JA: Yes, that is true. I was –

MS: Tell me what Marine Exchange is and what were you doing there,

JA: The Marine Exchange has a long history. Originally, the marine exchange was located here in the Port of Los Angeles.

MS: Here?

JA: Yeah.

MS: Okay.

JA: The Marine Exchange has a long history. Originally, it was in the Port of Los Angeles. What the Marine Exchange did as sailing ships approached, they picked out the name. Then they would have what they call a runner or a person that would leave the Marine Exchange and come down and tell the line handlers and the agent and various port officials that the ship had arrived. Of course, we went from having runners to telephones to email and all of that. So, it is an information service. The Marine Exchange was located for a long time on the top of terminal number one, warehouse number one. The old building, I think, is still up there, so you can see it. As shipping changed and the ports changed, it meant that the Marine Exchange had to change the way it reported things and did things. So, I was on the board of the Marine Exchange. I then became president of the Marine Exchange. While I was president, we moved from the site on top of the building up to the present site. The Marine Exchange is a model for a lot of places because it is true cooperation between industry, government, and other people, and how to help assist in the safety of traffic within the Port of Los Angeles and Long Beach.

MS: Where is the prison site?

JA: The present site is up off of Gaffey Street, up Fort MacArthur.

MS: I understand you have some memories of the old *Islander* ferry.

JA: Yes, I remember the *Island* ferry that went back and forth between down here at the foot of – or the foot of 6th street over to Terminal Island. I am sure that others are going to come and tell you about the canning days and all that. But basically, the ferry was to take the cannery workers back and forth. At the end of the shift or before the shift, there would be hundreds of them that would go back and forth. Well, my story about the ferry goes back to my getting to be a pilot in the Port of Los Angeles. It just so happened that if you were the captain of the ferry boat, no matter what your experience was, whether you had been on a big ship or not, you



always had first choice of being a pilot. So, in those days of the seven of us, the top two were people who had been on the ferry boat, and then a couple of them had not ever been on a big ship. I was always irritated about that just because of the ferry boat and their experience. But that was life.

MS: Why would someone who goes back and forth a thousand yards have a jump over somebody who piloted a ship coming into the port from the outer side?

JA: That is called the rules of the city and bureaucracy.

MS: Hold on. I'm going to read the question. Oh, you remember the Vincent Thomas Bridge going up? What impact did that have on the harbor?

JA: Of course, the ferry was shut down. It made it easy to go back and forth.

MS: Meant to say when the Vincent Thomas –

JA: When the Vincent Thomas bridge was built, of course the ferry went out of business. It made it then very easy to go back and forth between the San Pedro and Terminal Island. Other than that, it had no effect on myself. I did not live here. Because the ships that I was on were on the north side of the bridge, we stayed on the north side of Wilmington to get home. So, there was no effect on me.

MS: I need to see what is left. Coming to the end, I think, here. Now, you are involved in education. Again, this is what you have been in the past. Tell us about what you are doing now and how does that affect the port and hopefully the future of the port?

JA: I am an advocate of education. I think it is the key to the future for any individual. I went to the California Maritime Academy for five years, had a great time, got to see young people grow up. About six months ago, the executive director, Dr. Nance, called me and said that she needed someone to assist with the Port of Los Angeles High School. The Port of Los Angeles High School is not directly connected to the port, but it is closely associated. The Port of Los Angeles High School wants to have a curriculum centered around marine activities and international trade. There is a curriculum that has to be built. I was asked if I could come in and assist in putting together people and ideas to meet the purposes of the high school. So, I am involved in helping the high school teachers and the staff bring in together marine resources to develop the curriculum.

MS: Give us a sense of what that curriculum ideally should be. What are the things kids should be learning?

JA: Young people should really learn how to do things and how to think. They should have a feeling for the sea because if they want to follow it, there are goods and bads about the sea. It is romantic on one hand. Yet, it is very demanding because the time and hours are very odd. In some cases, if you go to sea, either on a tugboat – or whatever you are going to go on – or a big ship, you are gone from home a lot. So, I would hope that we can use the historical, the

leadership and technology parts of the marine industry and bring that to open up to the young students, "Here are a lot of opportunities for you. They are there. You have to take advantage of them."

MS: I am going to tape.

Male Speaker: Okay. Rolling.

MS: So, tell us about that paper you wrote.

JA: When I was an MBA student at Cal State Long Beach, I needed to write a paper. I wrote a paper about the Port of Los Angeles and its future. Unfortunately, I cannot find the paper. I would guess that the Port has thrown the paper away but I do remember the conclusion. The conclusion was that the Port of Los Angeles did not have enough land to properly expand. I just wish I had that paper today. Now, that was before Pier 400 and the fill. But yes, I think the paper was right on, that they needed to do something different if they were going to expand the port.

MS: But in the process, they built the largest container facility in the world.

JA: That is exactly right, yes. It is –

MS: Pier 300 is the same thing, right?

JA: Yes, the 400 is the largest privately-owned and operated container terminal.

MS: Going back to the future, a new generation of kids who are going to go to the sea, how is their future do you think going to be different than your past experiences? What is it going to be like in the Port of Los Angeles or people who come and go to the Port of Los Angeles in the future compared to what you experienced?

JA: In 1962, the cruise ships were quite large. Let us say thirty to thirty-five. Today, they are somewhere around twenty-three. In those days, there were still a lot of romance to it because when you got into a port – course, that did not include us tanker guys, because we were never there. But the freight ships, you spent a lot of time. It was always fun to hear the stories about who had girlfriends in what ports. Those days are gone. It is a very highly technical type of thing today. Today, a ship can essentially leave the Port of Los Angeles, go on what we will call autopilot and do its own thing all the way across to any port in the world without anybody touching it. The technology is there. So, the people in the future are going to have to adjust socially or isolationism because they are just not enough to continually see each other every day. They will still have watches to stand, but it will be more of an electronic type of thing. I think the biggest thing facing them will be boredom. Then secondly, how do you use electronics to make good decisions? It is a major concern of mine in the future that electronics make it easy until something happens, and you better be able to diagnose what is happening before you make the decision.

MS: But is it not also (ingrained?) that a traditional – boredom was a problem. But now, with the Internet and satellite connections and TV and everything, there are a lot more that is there to keep your mind going than there was, say, in [19]62 or –

JA: Boredom is boredom. When there is nothing to do, you can only watch so much TV, so much Internet, and so on and so forth, to keep from being bored because you still cannot go anywhere. I mean, you have got the iron ship, and you got your quarters and a couple other places. So, I still believe that it is a major issue. Fatigue has now stepped into it because as you get more gadgets, people think you can do more. So, more responsibilities are assigned, which may or may not be involved. A good example is when I came in here in 1962, we came alongside the dock, and we would have an inspection by the Los Angeles Fire Department. That was good. They would keep us on our toes. Today, while the Los Angeles Fire Department also still inspects, there might be as many as five other inspectors there, some from the federal government, some from the state government. I do not believe this is good. I think it is taken away from learning your trade. So, I think these are the type of things that the electronic age has brought to us, more inspections, more ancillary responsibilities, which get in the way of good decision making.

MS: Do you have any particularly – have you ever seen or either knows or could tell us about someone else's experience? Any hairy storms at sea stories you can share with us?

JA: I was really only frightened once. We were southbound on an empty tanker from, I am going to say, Whittier, Alaska. We got into a storm. The swell was eighty foot. So, as you went, this was about 525-foot ship. So, as you went down on the trough, all you could see was water and a little bit of sky above you. I sailed with a captain, shall we say, who had a hard time making decisions. So, he came up at noon one day, and we were going to have to turn around. We were setting down in Queen Charlotte Island, Canada too quickly. So, he stayed up there for about three hours, and could never bring himself to put the rudder over hard and turn around. Now, there was no danger of us rolling over that, but it was not a real good situation. We had to turn around, there was no question. I was the second officer. At midnight or 12:30 a.m., he comes up. We could not see anything. He would get his courage up, and out of the blue, he says hard ride or hard left – I do not remember which – told the engineers we were going to turn around. We turned around, which was a ridiculous decision to make in the middle of the night. We should have done it during the daytime where we could watch and see the pattern and pick the pattern we wanted to do. That was very, very, very frightening because I had never been in water. The other thing I think I would say, I remember on a different cruise when I was hauling molasses from Hawaii into the Port of Los Angeles to the old Pacific Molasses Terminal, over where evergreen is located right now. We had to take the temperature of the molasses each day. You had to do that because if you got it too hot, you burned it. If you got it too cold, then it would not pump. I can remember being out on deck, very nice day, heavy rollers. Every once in a while, we would take the sea on the deck. I saw the sea coming, and I went, and I held on to a pipe. And I will never forget that the water just wiped my feet out from underneath me. I had a bucket that hit a pipe and made a perfect U. The reason for the story is up until that point in time, I am not really sure I respect the water and the destruction water can have. But that sure made a big difference in my life. So, I was very careful. Even more careful after that.

MS: Your first story sounds like *The Caine Mutiny* to me almost, right? Remember that movie?

JA: Yes. [laughter]

MS: The side, yes. [laughter]

JA: Oh, he was something else again.

MS: Yes. I think we have done it.

JA: Good.

MS: Is there anything that you wanted to share?

JA: No, I think that takes care of it.

MS: Terrific. Okay. Well, thank –

JA: Well, thank you very much. I will just tell you guys about this guy. Willie Bowden was the captain. Willie Bowden was older. When he got in a tight spot, he would clank his false teeth and scratches balls.

MS: [laughter]

JA: So, as he stood at the window, he would do that, and you knew he was getting nervous. And then he would say, "Man, I got to go below," because you are getting closer to pass. Then he would take off.

MS: Oh.

JA: Then you get done, he would come back up. He would say, "Oh, I see we pass that fine." [laughter]

MS: I was not there, so I do not know. [inaudible] exactly.

MS: Yes. If you have not got one of these, (this is something that is for you?).

JA: Oh, thank you. Thank you.

[end of transcript]