

Interviewers: Dylan and Spencer

Interviewee: Gary Piva

Time stamps are relative to MVI_3998.MOV, the close up footage with the 50mm lens (Spencer's footage from Camera B). Footage is 6:01 total.

0:15 - Question #1

Dylan: Why do you think it is important to uphold the history of this ship and the shipyards?

Gary: Well, uh, uh, it's history, people, people have lived it, in fact, uh, there are some Rosie the Riveters that are very close friends that, uh, are over 100 yards over there- have, have you been to the Rosies? Rosie the Riveter? Well, there are Rosies over there, and, and I see them- a lot of friends- and, and they're, they're living legends, is what they are. And people- did you two guys- have you ever heard of the Rosie the Riveter? Okay, well, that's good, you get a gold star. But they are actually over there and it's the history of World War II. *(Aside)* That guy's going too fast for me. And uh, it's just, this has survived World War II and everything, it's uh, it's only one of three Victory ships that's still out here. So, it's, well I say, it's, it's actually a living history. And I like ships, so... I spend half of my life here.

1:30 - Question #2

Dylan: What do you think the future of this ship will be?

Gary: The projection is to get it operational and see it on the Bay. Have you heard of the Jeremiah O'Brien? Uh, it's a liberty ship in San Francisco, and, and they, they do take paying passengers and everything, and they want this ship to do the same thing. In fact, last year, they took this ship up to the California Maritime Academy, which is now CSU Maritime in Vallejo. Have you heard of that? Okay. It went up there, and they actually fired up one of the boilers, I think it was the port boiler, which is tremendous progress, because if you don't fire up the boilers, this ship ain't going nowhere. But they got that, and, and, and they generated enough power and everything, so, so that's their goal. Go back up there, go into the shipyard, get some money, and make it operational so it can sail on the Bay and everything. That's their goal.

2:48 - Question #3

Dylan: When was the uh, Kaiser Shipyards built and what purpose did they serve?

Gary: The purpose was that, this shipyard here, here built 747 ships of various types- victory ships, some small LSTs, some patrol craft, but uh, and, before World War II, this wasn't here. That big building over there, that warehouse, nothing was out there. But Kaiser was a genius, a mechanical genius, and they needed ships, and uh, and he designed and built the shipyard, probably, uh... might have started before World War II started, but certainly in the 40's, in the

early 40's, when they uh, built this whole thing. In fact that hill out there, that hill used to come out farther, but is what they did is they knocked it down and put in a lot of filling and everything and put in these ship yards. There's 5 shipyards here- I think we're in number 3 right now. This ship here was built in um, I'm trying to think, shipyard number 1, which is up the Santa Fe Channel, the channel that is over there, where all the container ships- chemical tankers go in there now.

4:16 - Question #4

Dylan: What do you think is the most important reason to preserve this history?

Gary: Well, so, your generation and other generations can see what, what this ship did for World War II and everything- without these ships and everything, we couldn't have won the war. Now, this type of ship was designed to go twice as fast as a liberty ship, a liberty ship would go maybe 7 or 8 knots, this will go twice as fast, because they in theory, could outrun the submarines in World War II. It's part of the history, it's part of the United States history, and the "Greatest Generation" that won the war.

5:11 - Question #5

Dylan: What was significant or unique about the Kaiser shipyards when they were built?

Gary: Well, it was, they hadn't built shipyards that big before that, that could make so many ships, so again there are 5 shipyards here and 747 ships- that's a hell of a lot of ships to be built and everything. And it's just, you would never see that nowadays, there's no shipyard in the world that would crank out ships like this one did. I say, 5 shipyards, probably one of the biggest shipyards, uh, in the United States, at the time.