

Oral History Interview

Chesapeake Bay Maritime Museum

“The Culture of Tugs and Tugs in Culture”

Interviewee: Dayvien Johnson (D.J.)
DOB 3/16/1979
Unidentified Male (U.M.)

Interviewer: Michelle Zacks (M.Z.)

Date: February 8, 2012

Location: Aboard the *Cape Romain*, at the Moran Towing Corporation, Baltimore

Comments: Dayvien Johnson is Mate on the *Cape Romain*.
He graduated from High School in 1997.
In 1997, he was in an apprenticeship program for bricklaying at the University of Maryland, Baltimore County. He left the program before completing it.
In 1998, he entered a job-training program in Baltimore called Genesis Jobs. Paul Swensen (Division Vice President and General Manager of Moran—Baltimore) had a connection with that program and, having been told about Dayvien, invited him to interview at Moran.
In 1998 he began as a deckhand at Moran.
In 2000, he got his Able-Bodied endorsement, after having attended a six-month program at the Seafarers Harry Lundeberg School of Seamanship (a Seafarers' International Union marine school) in Piney Point, MD.
In 2003, he got his 1600-ton Mate's license.
He currently is studying for his Captain's license. At the time of this interview, Dayvien (like Mary Hutchins) was just getting off his two-weeks' shift, and was about to go home for his two-weeks' off.

Documentation:

Audio: a Zoom H2 Handy Recorder (digital);
recorded in four-channel stereo mode.

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M.Z.: It is February 8, 2012. This is Michelle Zacks for the Chesapeake Bay Maritime Museum and I am on board the *Cape Romain*, a Moran tug in Baltimore Harbor. I'm talking with Dayvien Johnson who is a mate on the tug and about to sit for his captain's license.

D.J.: Yeah, 1,600 ton master's.

M.Z.: How old are you, Dayvien?

D.J.: I'm thirty-two.

M.Z.: How long have you been working with Moran?

D.J.: Since June of 1998, should be almost fourteen years.

M.Z.: You're pretty happy being here, it sounds like.

D.J.: Yes.

M.Z.: Almost fourteen years, and it's a good, satisfying track to be on?

D.J.: Yes, it's stable, it's a stable place to be. The guys are pretty friendly. They genuinely care about you and about you trying to progress in your education and stuff like that. I kind of like do a self-evaluation probably like every two years and realize, kind of think about what I could have done and what I could have been. I'm definitely happy; I wouldn't change a thing.

M.Z.: That's great. It's good to be able to say that. So tell me your story then. You came into the business through meeting Paul somehow, is that right?

D.J.: Yes, I was actually bricklaying in 1997. I was at Carver Vocational Technical in the city, and I specialized in bricklaying for four years. When I came out of there, I applied for an apprenticeship class at UMBC for bricklaying, and I went there for about maybe like six months. Not really understanding the thing about bricklaying, it's seasonal, so I wanted to have a job where it was steady income and things like that. Before then I had a full time scholarship to go to, quote unquote, Penn State for track and field, but I didn't go. And my parents were very disappointed that I didn't take it.

M.Z.: Why didn't you take it?

D.J.: Well, you know, I wanted to major in construction management. I felt as though like in your second year, you had to choose what you wanted to be and stick with it. And at that time I just wanted to own a house by the age of twenty-one and just be on my own. I'm a only child, I don't have any brothers or sisters so it was just me, my mother, my father. They're still married. That's mainly it.

M.Z.: Well let's backtrack a little then. You grew up, I forget the area in Baltimore.

D.J.: Oh, in the Park Heights area of the Pimlico racetrack. I grew up in that area.

M.Z.: Does your family go back in that area a while?

D.J.: Yes, actually I have a lot of cousins and aunts there still in the same area. And plus the Preakness, the Preakness is one of the main attractions, actually the only attraction around that time of year.

M.Z.: What do your folks do?

D.J.: My father's a chef at Maryland General. He's a chef at Maryland General. And my mother, she just got her nurse's, NA certification. She was a teacher at Cross Country Elementary for fifteen years.

M.Z.: You said you're an only child?

D.J.: Yes.

M.Z.: So there's no boaty stuff in your background, like your family.

D.J.: No ma'am.

M.Z.: Because a lot of people that I've talked to, they have some kind of boat experience, but for you, you have a different path that got you here. So you graduated from high school?

D.J.: Yes.

M.Z.: And then you got this scholarship for Penn State for track and field, you were going to do construction management. Did you actually start at Penn State and then you thought, "It's not really for me"?

D.J.: No, I didn't even take the offer. It was an offer I didn't even take. I went to UMBC for apprenticeship for maybe like five or six months.

M.Z.: I can see how your parents must have been disappointed, Penn State.

D.J.: Yes, my father was very disappointed but, I would say maybe like four or five years later, once he'd seen the path that I chose, he kind of understood and he was proud of me. We talk every day.

M.Z.: So you wanted something more practical.

D.J.: Yes, you know and during that time I was bricklaying. I had talked to one of my friends and he had told me about maybe making a change in the career. He asked me, was I

afraid to be in the water and stuff like that. I told him, no. He introduced me to Genesis Jobs, which was – Miss Hattie (ph) was the lady who introduced me to Paul Swensen (ph).

M.Z.: So Genesis Jobs?

D.J.: Yes.

M.Z.: And that was like a job-training program?

D.J.: Yes.

M.Z.: You said your friend asked you whether you'd be interested in working on the water?

D.J.: Yes, William.

M.Z.: Your friend, did he have experience in the industry?

D.J.: I'm not sure. He told me that he knew a couple people that did it, and he just basically told me to go to Genesis Jobs and they referred me to the right people, which is Miss Hattie. Paul Swensen knows her last name. But Miss Hattie, and she told me to come down. It's kind of funny for the interview, I came down here in like a tie and suit and they kind of laughed at me. They was like, "Look, just come down here tomorrow in a nice shirt and some jeans."

I came down and talked to Paul Swensen. Paul Swensen walked me to on a boat, one of the guys was actually a bay pilot now, which was the captain of this boat, and his name was Al Watts. And he told me to come on the boat and take a ride out on the boat to see what the job description was. I came out and I liked it, you know, it was definitely interesting. Especially being downtown, being in the harbor. Before then, I never came down to Fells Point. So it was pretty interesting to see everything, it was pretty cool.

So when I came down, I went out on the job, came back, and he asked me, he says, "Look," he says, "do you like this?" I says, "Yeah, I think it's all right," he says, "You think you can do it for two weeks?" I says, "Yeah, think so." And I did the job for two weeks.

M.Z.: So you just dove right in then.

D.J.: Yeah.

M.Z.: Doing deckhand stuff?

D.J.: Yes. I came in as a deckhand, worked as a deckhand, and I also had somebody training me as a deckhand, too. So I also worked with Harold Charamine, which was the first captain I worked with.

M.Z.: He was the first captain you worked for?

D.J.: Yes, ma'am.

M.Z.: What boat was that?

D.J.: That was the *Hawkins Point*.

M.Z.: That's not here anymore?

D.J.: No, ma'am, they sunk that. They actually made it the reef. If you go to Cooper's (ph), you can see the pictures, it's a big mural with the *Swamp Point*, the *Hawkins Point* and a couple of them. Also the *Britannia* from McAllister Tugs is also there, too. That's right next to the Maritime Museum, that's right down Thames Street. Yeah, so it's right down there.

M.Z.: So Harold Charamine, he was the first captain you worked for.

D.J.: Yes.

M.Z.: And they all trained you.

D.J.: Yes, they showed me how to splice. I think the hardest thing was working the schedule that they were asking for. It was eight in the morning to twelve midnight and, basically, any jobs that came in between then. We could take what we call power naps and catnaps at times. You would get relieved. But you wouldn't do that many jobs. I would say on the average, you would do like five jobs a day. So it was very time consuming. You had a lot of time to do other things with yourself. Splicing lines, reading books to better yourself, and be more knowledgeable. Learning the nautical terms, that was pretty interesting.

M.Z.: It was all new for you.

D.J.: Yes, it was. I mean I was saying, "I'm going to use the bathroom," and it's actually a head. So instead of using a line, you say rope; bulkheads instead of saying a ceiling, things of that nature.

M.Z.: How did the guys treat you? Are there many people who come on the boat who have no background in it?

D.J.: Some guys do and of course, you know, some guys aren't patient about it. When I first came, it was a mixture. I'm not going to sugar coat it, it was a mixture; some guys didn't know how to take it in or what to say. Like Captain Wayne, Paul Swensen and captain Wayne are like two people that I asked for advice and I actually call my big uncles. Swensen is like the business side, but Captain Wayne, the guy that I introduced you all to

when we first went, that's the guy I actually talk to for advice. He actually talked to me about the 401(k) and starting a 401(k) when I was younger. I'm glad that I took his advice back then and started the 401(k).

M.Z.: So that's interesting, too. You've got to learn all of this nautical stuff, all of this boat stuff but also that kind of long-range planning for your life kind of stuff.

D.J.: State taxes, Federal taxes, you have 401(k). I want to say in 2000, 2001, I stopped looking at it as a job and more as a career because the stability in it and I could also progress. There's a lot potential in this business. That's when I started trying to go to school to be a mate. I had to go and get my AB's, so I had to go – first. And I went to Piney Point for six months.

M.Z.: When was that, do you remember?

D.J.: 2000.

M.Z.: And that's a union school.

D.J.: Yes.

M.Z.: And that was for?

D.J.: AB's endorsement, Able-Body endorsement.

M.Z.: Can you explain at all how that works? It's the Seafarers International Union?

D.J.: Yes.

M.Z.: Do you have to be a member of the union in order to go there?

D.J.: Yes.

M.Z.: Are you?

D.J.: No, not any more. They decertified, I want to say between 2002 to maybe now, sometime in between there, they decertified because there was a lot of discrepancies about the health benefits and also the manning scale. They wanted to take actually a man off the boats. This is what they were saying and there was just too much into it, so a lot of guys didn't want that to happen. Nobody wants to, you know, it's four guys on a boat and it was kind of difficult to keep the union and Moran. So they had to make an option, either stay with Moran and have all four guys, or stay with the union and lose a guy. So we decertified.

M.Z.: So Moran, as a company, basically voted to get out of the union.

D.J.: No, it was the group, the fleet. It was crewmembers, twenty altogether, so twenty guys –

M.Z.: Here, in Baltimore?

D.J.: Yes, guys took a vote, and they all voted. And it was actually, sorry, it's actually fifteen because the captain's the management.

M.Z.: But the union was wanting to reduce the number of guys on the boat?

D.J.: Yes.

M.Z.: That wouldn't be what I would expect.

D.J.: Yeah, I don't know what type of deal they cut; I don't really want to get into that. But that's what was said as far as I know and that's how the vote came about. And majority of the people voted to decertify.

M.Z.: When did you say that was?

D.J.: I want to say in 2002, 2003. I'm sure Paul knows the exact time I did decertify.

M.Z.: And that was the Moran fleet here in Baltimore.

D.J.: Yes.

M.Z.: So prior to that, Moran here was union and that's why you went to Piney Point?

D.J.: Correct.

M.Z.: So you were at Piney Point for six months?

D.J.: Yes.

M.Z.: And you were actually living there.

D.J.: Yes, manning the davits and showing you how to use personal floatation devices, learning how to tie a knot: Spanish bowlines, double bowlines, the square knot. Also, learn how to use a lifeboat correctly with the oars and the terms for sweeping oars and things of that nature.

M.Z.: Was it a good program?

D.J.: Yes, I think it was. I think it was very educational. It was kind of lengthy, but it was definitely educational as far as walking through the steps. Everybody was patient with you, if you didn't understand anything, they went over with it again with you. I would

say it was an average of like seven to eight people in each class. So we had that, we had the AB, we had the first aid, we had lifeboat, CPR, that's about it.

M.Z.: And that was the first time you had really been in a classroom situation for tug work?

D.J.: Yes, ma'am.

M.Z.: Prior to that you were learning just on the job, right?

D.J.: Yes. As far as like, the people, I would say right now, they seem very genuine to help you out, they won't turn you down. At first, when I first came here, it was like they didn't know how to take it, you know, to take you and stuff like that. And then I just realized that you know, hey, being in this environment it's like, I've been in worse situations and I've definitely had run ins with the law, so I'm not going to say that. But I've learned to overcome adversity and just stick with it.

And in due time, they seen that I could pull my own weight and I'm qualified to do the job. So once they seen that, they was definitely open to teach me anything I want to know. I just got finished talking to the captain on the *Surrey* (ph) not too long ago about individual stocks. I'm not in that yet, but that's something I might want to get into. You know, it's pretty intriguing to see that now and to see things like, an example, Facebook, if you had stock in that. So that's very interesting.

M.Z.: So you see a kind of pathway here for yourself, not just in terms of the career but also in terms of just like building your own life, your own resources for your life.

D.J.: Yes. Right. The thing about this job, like I say, you have a lot of time. It's time consuming so you could, for instance, write a book like Mr. Bicey Hicks (ph) did at one point. You could look into individual stocks and you could work out, and you could look into maybe doing some copywriting for certain things, maybe a book and then you want to come up with a movie or something like that. Also, the fact that you could, I want to say, start looking into other avenues, like maybe becoming a docking pilot or a bay pilot, whichever you want to call it.

M.Z.: Are you interested in branching out from this?

D.J.: Yeah, I am. At first I was talking to Paul. When I first came in, Paul Swensen already had seen, he said that, "You have a lot of potential," and at first he wanted me to shoot for the stars and be a docking pilot but I was too hesitant and I was procrastinating a lot. I do that a lot so I'm not going to sugarcoat it. Now that I'm studying for my captain's license, I think that would be – at least give myself a chance to see what it is to be a docking pilot up on a ship. I don't think it would hurt.

A lot of the guys who used to be docking pilots for Moran, they already know that I'm qualified. Actually, a couple of them told me because of political reasons, they say I

would be crazy not to try because I'm a minority, but they also know that I'm qualified as well.

M.Z.: Is that a lot more money?

D.J.: Yes. I guess I would say for captains, I want to say put it up there, 90,000 maybe, then the bay pilots, well they're pilots actually because they merged now, 250,000.

M.Z.: Really? I didn't know that, that's tempting.

D.J.: But they have to pay their own insurance, they have to pay for their own launches, they also have to pay for their own Social Security. So it's not just, you know taxes, a lot of taxes that comes out of that.

M.Z.: But it's certainly something to consider.

D.J.: Yes, it's very intriguing.

M.Z.: I guess I still want to go back to the beginning. I'm just trying to picture you coming on this boat and not having any experience at all and having to learn everything from scratch. Can you just sort of describe a little bit what that was like for you?

D.J.: Splicings. Splicing a three-stranded line was the hardest thing for me to get. I will say one thing about captain Harold. You know, he was a moody guy, but as soon as you break a line or splice it, he would be out there right alongside you. Also chipping and painting was another thing that I had to kind of understand. Usually you paint houses, you put a primer coat on the first, and then you put the initial coat. Chipping and painting, you have to actually chip the rust off with needle guns and stuff like that. I would say in a chisel like form, get all the way down to the rust and then you had to put a oxide, something that go against the rust, to help the rust out. Then you had to put your coat of primer on, and then you had to put another coat of primer.

Splicing the line is just so difficult because just trying to get the concept of over one, under one concept. Then when you do the three strand lines, your first two tucks, you had to do over one, under one, but your other tuck, when you had to do the third tuck, it's a counter-clockwise motion. I used to get that mixed up all the time and lines used to come out looking messed up. Also being out there on deck in 90-degree weather doesn't help either.

M.Z.: How long did it take you to get it down, the splicing?

D.J.: I would say maybe like five months. I think that was the most challenging thing. Other than that –

M.Z.: That's funny that that would be the most challenging thing.

D.J.: Yeah, steering the boat, I loved it, steering up and down the bay. First thing I did was, when we came in, we were pushing barges and so my watch was from eight in the morning until at midnight, I had to stay up. The run from here to Tangier Island, or Poplar Island, that's the initial thing we did for five years, I guess was about maybe like a five or six-hour ride. It wasn't far at all, but it was a pretty nice experience, you know, rock barges.

M.Z.: What were you guys doing?

D.J.: Towing rock barges down to help preserve Poplar Island as far as the ground end over there. The (indiscernible 0:21:26) that they had over there for (indiscernible 0:21:27).

M.Z.: So you guys don't just do ship docking, you do other stuff.

D.J.: We used to do coal barges. We used to push coal barges for a lot of years, but that was before my time. Every now and then you go over to Brandon Shores and help push coal barges from the unloading and sometimes in the unloading, actually ship them over to the Curtis Bay area.

M.Z.: So what's the majority of the jobs that you guys get now?

D.J.: Eighty percent of it is ship docking. A lot of the barges, where it comes out of New York now, so they actually put it in one area, it comes out of New York. But there's always towing, pushing oil barges or garbage barges or everything that's coming out of New York. The majority for the Port of Baltimore is a lot of ship docking. I want to say about 60 percent container ships and then the other 40 I would say, car ships. In the wintertime there's a lot of car ships that come in because of the new car models. So you have that and then you also have the fog that also comes around. That's the scariest thing that I ever had to worry about.

M.Z.: Tell me about that.

D.J.: I try to tell my friends, and I try to explain it to them the best way I can. You have a 800 foot ship and you have fog. And you're on a boat that's 100 feet that you have four lives and you got 25 to 50,000 gallons of fuel on there. And oh, yeah, it's a \$4 million piece of equipment, so there's no pressure at all. Now, I'm being sarcastic, but I just let them know, you don't have any brakes on the boat and you have all of this going on and you don't see the ship until you're fifty feet off of the ship there and it's pretty scary.

M.Z.: So you're going by instruments?

D.J.: Yes, we have radar classes that we had to take for radar certification, and also we have a chart plot on there. We also have charts that we were given from the company. These are Coast Guard approved things. It's Coast Guard required, so we also have that. You also have to know what sounds from ships and stuff like that, from bridges, you know

particular sounds, fog sounds, you don't want to mistake a fog sound that's right ahead and it could be off to your starboard side a little bit.

M.Z.: So you've got to fine-tune all your senses when you can't see. How far can you see sometimes when it's really foggy?

D.J.: When it's not foggy, I guess you can see maybe, I want to say between ten, ten miles plus.

M.Z.: But when it is foggy.

D.J.: But when it's foggy, you probably can't see fifty feet.

M.Z.: And you've got to rely on your ears.

D.J.: Yes, your ears.

M.Z.: And your instruments.

D.J.: For a long time, I never liked the radar. But I'll tell you what, it's definitely saved my behind a lot of times because it actually helps you prepare yourself for any targets that might be at hand. It's actually like your eyes. A chart plotter is nice, but then a chart plotter doesn't pick up any moving vessels. Like you have fishing vessels that's out there that's fishing or oysters or things of that nature.

M.Z.: Yeah, Captain Bob was telling us about that. Sometimes you'll get gillnetters or crabbers.

D.J.: I was just about to say that, like we have a lot of buoys out there that you don't see either. They can also get caught in your wheel. Those guys, they make a living but we also have to be careful of where they're at because, like, sucking that up in the tunnel on a tug is pretty bad. In the fog while a ship is also coming down on you, it's pretty scary.

M.Z.: Lot of pressure.

D.J.: Yes.

M.Z.: But you're going to go and be a docking pilot, I mean a harbor pilot.

D.J.: Thinking about it. The main problem I think I will have when I cross that, it isn't like doing a job, I think it's just basically drawing up the charts. Everything is by memorization. Now if I did charts every single week, that would be all right, but we don't do that here, we don't do a lot of chart correction. I think that would be the most challenging one.

M.Z.: But when you first got onboard the boat, it was like the splicing and the painting that was a problem for you, but actually handling the boat, steering and stuff like that, you just took to it like natural?

D.J.: Yes, I was pretty knowledgeable of it since I used to steer the barges up the bay, doing the rock runs when I started in 1998. That's what I was actually hired for as a deckhand to help out with that. And my captain would go down below and get something to eat, and he would let me steer the boat from the bay bridge up to the Key Bridge. From the Chesapeake Bay Bridge to the Key Bridge. So that was pretty cool. And I was thinking one day I would like to do that. Also, your pay increases like 20, 25,000 maybe.

M.Z.: But I mean when you very first started and you were steering the rock barges and stuff, that wasn't hard for you to adapt to?

D.J.: Not really, because the captain was telling me like, basically, like the buoys, it's just like you have a car and you have to keep the boat inside of these buoys which is basically like a street. So he was saying, "You just keep the boat in between these buoys and you keep steering straight." And sometimes he would give me like a plot, a course to steer. He would say, "Maybe don't steer no more than between 320 and 335, and if you go past 335, you can go back to 325 or 330," something like that.

When I got out there, I definitely knew that I wanted to stay up there and actually, you know, run.

M.Z.: That's great. What do your friends think about you doing this kind of work, people you grew up with?

D.J.: A lot of them think it's interesting and they always ask me how to get into it. I used to be excited to tell them. I used to tell them about the job first and then also say the qualifications that they needed in order to do that because the Coast Guard is pretty strict. They have a 91 percent conviction rate and they house their own courts. So it's not like it's a regular state court or a circuit court.

I would tell them about the job and everything about the job and next thing I know, I would tell them, "Oh, yeah, you have to pass a urinalysis," or "You know, you can't have any felonies." Soon as I tell them that, they say, "Oh, I can't do that." So now, that's the first thing I mention. If they can get past those two things, then they all right. But a lot of people, you know, especially my aunts, they glad they see me come up and actually do something different. You know a lot of people are proud of me from my family and the neighborhood because of the fact that they seen the road I was going through. I done been incarcerated a couple times. Yeah, mistakes I made.

M.Z.: That's impressive. Why your aunts in particular, just because they were close to you?

D.J.: They were always babysitting me when I was – my parents, when they were at work, I would go there to babysit. I would go over they house and they would babysit me. And

then, you know, you don't hear that a lot in the neighborhood, you know. Like, "Where you work at?" You know, "I work on the tugboat." "Oh really? What is that like?" And first thing they think about is, "Oh you going away to sea, you're not coming back and you're going overseas." I says, "We could do that, but that's not what I'm into right now."

M.Z.: It's funny, you know, over where we live on the Eastern Shore; we're way into Frederick Douglass' history. I don't know if you know a lot about him.

D.J.: Yeah, they got a Frederick Douglass museum right over here.

M.Z.: I mean, it used to be there were so many African Americans who worked in the harbor – you know I'm going back way old days – and then I guess longshoremen and all that kind of work. But these days, not so many, right? I mean, that's the sense I get.

D.J.: There's a lot of, still lot of longshoremen.

M.Z.: There's longshoremen.

D.J.: Yeah, still lot of longshoremen. My father used to tell me stories about my grandfather working as a longshoreman on and off and what he call –

M.Z.: That was right here?

D.J.: Yes. Working, what's it called, the banana boats? I don't know exactly what that is but –

M.Z.: Bananas.

D.J.: Right, that's what he said, working on banana boats.

M.Z.: I think it was bananas.

D.J.: He lived in Cherry Hill.

M.Z.: So longshoremen, still a lot of African Americans. But tugs and barges, at least here in Baltimore, not so much. Is that right?

D.J.: I mean you have guys that work on it, but it's not too many, and I hate to say this, but the saying is for guys that want to work, you know African American guys, it's either you're on deck or you're in the engine room; not a lot of guys that's in the wheelhouse, very few. I actually know two guys that's actually on the water taxis, but one guy actually works –

M.Z.: On the water taxis?

D.J.: Yes. One guy, young guy, and another guy, works for the fire department, but he runs the water taxis sparingly in the summertime. I'm not sure his name.

M.Z.: But why is that, do you think?

D.J.: People are discouraged. I think a lot of them are discouraged because of the fact that they don't think that they're going to get a opportunity, that they're not going to be given a fair shake, you know, as far as a opportunity or whatever.

M.Z.: Do you think that's true?

D.J.: Not in this day. Maybe fourteen years ago. I used to ride the bike to work. And 3, 4:00 in the morning I had to come back, you know, ride the bike to work in Fells Point. I got pulled over a couple times.

M.Z.: Pulled over?

D.J.: You know, by the police a couple times.

M.Z.: Just suspicious, just because you're black.

D.J.: Right. I think so, I think it was racial profiling myself. Couple times I used to get upset about it, but then I started realizing, you know, looking at me sometimes, would I pull myself over? I probably would have. And it's just something that they not used to, they're not used to seeing somebody ride a bike, you know. If you're riding a bike 3 or 4:00 in the morning, where you riding a bike to? It's a whole bunch of questions are behind that. It's like the older I got, the more I had to realize that not everybody's going to see the same view and not everybody's going to agree, you know.

I'd say sometimes, you know, sometimes I say, "You can't fight city hall." Coast Guard is city hall to me, it's just like truck drivers, you know, if I lose my license, I don't care what company that you work for on the water, you're not going to be able to make a living. It's the same thing with truck drivers, if their license get pulled by the MVA. You know, the company likes you, but there's nothing they can do unless you have your license.

M.Z.: So back in the day, when you were riding your bike and you get stopped, when you would show them your driver's license and whatever else, I don't know if you have a Moran ID, then would that be enough or would they still give you a hard time?

D.J.: Most of the time it was enough. One person gave me a hard time and they actually wanted to see me go in the gate. And I actually had the dispatcher right there to actually witness me go in the gate and he was like, "What's wrong with that guy?" and I said, "I don't know, maybe he didn't believe me or something," but, you know, I live right up the street now, I had bought a house when I was twenty-one.

M.Z.: Congratulations.

D.J.: Thank you. Yeah, I had bought a house when I was twenty-one so I would stay in the neighborhood there, so it's like the more and more they see my face, the more and more they knew who I am.

M.Z.: So if I understand you right, it sounds like part of the reason you don't see that many African Americans in the industry, in the tug and barge industry, is they themselves feel discouraged. They expect that maybe they're going to be harassed in one way or another. And so it's like self-selecting; like they don't even try to enter the industry.

D.J.: Right. Also the fact that, like I say, a lot of people that I talk to, like either you can't pass urinalysis or you have a felony. And you know, it takes some time –

M.Z.: So if you have a felony, that's it? You can't ever get past that?

D.J.: I won't say ever, but it takes a lot. When I had a misdemeanor, because I was talking to the police officer and I didn't put it down there. The Coast Guard suspended me for two months for not putting it down. Now in my mind I'm thinking, when they say anything, when they mean anything they mean anything, but I thought they meant felonies. I've never had a felony. I've had misdemeanors, but nothing, you know, serious, but they're pretty strict.

A couple things that I've seen, if you have anything to do with drugs, they will turn you down flat. I mean they will turn you down and I mean you might have to do a lot to get them to give you a chance. And I kind of understand. You're in the wheelhouse, you're doing drugs of some sort, you could hit a bridge support, anything, you know a fill spill, you can crash into another ship or you could hit another tug. It's pretty serious, so therefore, you know, they don't allow everybody to do it because of the fact that, you know, that's a lot to deal with.

M.Z.: Yeah, it's understandable, that kind of zero tolerance. Have you felt like once you, yourself, made it into the industry and started working, has it been pretty comfortable for you, do you ever get a bad attitude?

D.J.: Sometimes I don't want to be out here. Sometimes I feel as though I could have been somewhere else but then I think about where I could have been. I also think about trying to help other people in the maritime industry. Actually, I have my cousin who actually, you know, put on one time and he was so head over heels for his girlfriend and just actually walked off the tug. And I mean, like as soon as he got to the dock, literally walked off.

M.Z.: Is he younger than you?

D.J.: He's older than me, thirty-eight, and now he wishes that he could come back. But one thing about Moran, I will say, I can't say anything about McAllister or any place else but, if you walk off the tug and don't give your two weeks' notice, it's a really bad mark in their book. So definitely give your two weeks' notice. They will do everything to work

with you. Not too long ago a guy just had a bad situation as far as he had to go to the hospital and Moran actually, he had insurance then, he was able to get insurance and Moran foot the bill. So I would say, they will do everything they can, just let them know what's going on and don't just leave them hanging when it comes to jobs and being a man.

M.Z.: So about your cousin, you feel like you want to be a kind of a mentor for other people.

D.J.: Not so much, I just want to let them know that I did it and why be afraid to do it, you know. I know some kids, they want to see the money right away; they want money instantly. If it doesn't really pay out, they don't really think it's worth it, which I can kind of understand. But at the same, you got to be patient and your time will come.

A couple people that I actually talked to not too long ago, he's a boxer and he boxes, he says he likes it, but he likes me because I brought him on here and he checked out the job. And he like it, but he don't know too much about it, he don't know that if he could spend that much time on the boat, which I understand. It's not for everybody, but it can support your family.

Some jobs start off, well good-paying jobs that I know like working for the MTA, they might start off at 35,000 maybe top out at 58,000 if you don't have a degree. Here, you start off at 42,000 and there's a lot of room to improve without having some type of college degree. Lot of people, they want your BA or MA just starting right off if you want that type of money.

M.Z.: I guess I don't know if I asked you this right before, but you, as an African American person, you haven't felt uncomfortable in the industry. Is there racism, I guess?

D.J.: Yes. Yes. Further south you go in Virginia, it's pretty bad. I had to hold my tongue a couple times and the captain had to speak up. In Piney Point, do you know where that's at?

M.Z.: Yeah.

D.J.: I'm not going to say it's racist down there, but you get looks. And it's pretty bad. The ironic thing is, the looks that I've gotten is right across the street from the school. So you get all types of nationalities coming through the school.

M.Z.: That's what I thought, the school is pretty mixed, isn't it, in terms of race and ethnic –

D.J.: Yes, I mean they have a lot of different ethnicities down there.

M.Z.: And is it not just U.S., but also international?

D.J.: Yes, international as well.

M.Z.: That's what I thought. But, right across from the school?

D.J.: Yes. Down in Norfolk, think it was maybe like a three or four different guys, African American guys as captains, older guys, like coming out of the Navy. And I don't know if they're still in now, but I pretty much doubt it. They did some damage on one of the boats, two of the boats actually. In Town Point they had to put them in a shipyard. So with that being said, sometimes you know, the guy who was actually, I don't want to mention his name, was actually sending them to the shipyard, not going to say he categorizes, but that's what I felt. I felt uncomfortable during that time when I had to go pick up a boat in Norfolk. I actually brought it to my captain's attention and then my captain actually dealt with the whole situation.

Now, I think that was the most uncomfortable that I ever felt. Other than that, no other times. But I mean, you can't make everybody, not everybody's going to be friendly with you. All I care about is, just know that I'm qualified. If Paul basically gave me the job, then basically, I'm qualified for a reason, and just respect that. But other than that, I don't get a lot, not anymore.

M.Z.: Not anymore.

D.J.: Not anymore.

M.Z.: But in the beginning?

D.J.: But in the beginning I did. Like I say, guys up here, they didn't know how to take me but they kind of know me as a person now.

M.Z.: So but in the beginning it wasn't just that you weren't experienced, it was also because of your race?

D.J.: Yes, I think so. You know, when you're a deckhand, you basically like, you clean the boat up and I cleaned the boat up just like I clean my house up. You know, you start from the top, you work your way all the way down to the bottom. And a lot of guys, like I say, a lot of the captains in this port, were pretty genuine, they want to help me out. A couple of other guys, engineers and such, they didn't know how to take me. I didn't feel comfortable, but I knew that they wasn't comfortable with me. I might have made them feel uncomfortable, I don't know.

M.Z.: But now once you all get to know each other, it's all right.

D.J.: Yes.

M.Z.: But still, sometimes when you go out to other areas, and especially down south –

D.J.: Yes, so when you go to Norfolk. Norfolk Virginia is definitely – racism exists. I don't want to say it's a racist port, but racism exists. You know, I go down there and I'm

steering the boat down there and they see me and you know, even on pleasure vessels, whether it's a fishing vessel, it's a passenger vessel, whatever, they're sitting there, you steering the boat, you steering the boat, they sitting there and they looking, they looking. And I guess they waiting for the captain to come up, but you never see the captain come up because on the (indiscernible 0:42:26) the captain but you definitely see it.

But in the fair sense, and also, I get a lot of people of my race also looking at me like, I don't know if they're looking at me because of the fact that they never seen a African American steering the boat and it might be something that they might be interested in. A couple barges also did , too. Columbia barges, container barges that come in. You know, a couple a guys looked at me and was like, gave me the thumbs up. And you know, that felt pretty good.

I used to be upset when you see guys doing they thing, how I was telling you that they look back at you whatever, but now it's like, it happens and some people not used to change. To me, I'm a person that thinks about, I'm all for change, just as long as it works. If it doesn't work, then you gotta go back to what you were doing.

M.Z.: It must help, I would think, that you guys are so tight on this boat. At least it looks like you are; it just looks like you're all buddies and like a family.

D.J.: Yeah.

M.Z.: So you know everybody's got your back.

D.J.: Yeah, a lot of the captains, you know, captain told me, he worries about everything. You know, very nice guy. He smokes a lot. We don't smoke. We have one guy that smokes, and three of us don't smoke. I don't drink coffee, I don't – anything. But he is one of the safest captains.

M.Z.: You don't drink coffee?

D.J.: I don't drink coffee. I don't drink coffee, I don't smoke. My adrenaline is me listening to my rap music, that's like my adrenaline. But that's another story. But he's one of the safest guys that's out there and you know, he would do everything he can to help you. Does he worry about everything and he wants to make sure that you're safe? Yes, he does. But that's why he's the captain; he has a lot of experience that I don't have. And we're like, the opposite, everything is the opposite. You know, he's more experienced, I have less experience; he's Italian, I'm African American. He's a lot, you know, boisterous, I want to say, and I'm a guy that's calmed down and okay, all right, "What's the next job? Okay." I don't know we got that, captain, I'm not sure, maybe you ought to ask the dispatchers.

But it works. I've been working with him for eight or nine years as his mate now, so there's a lot of history there. Captain Wayne is like, like I say, I call him my big uncle. Now my father says the same thing. So he's like, he says, "Hey, you talk to Wayne yet?"

I says, "No." He says, "Ain't talked to your uncle yet?" I says, "No." He says, "Are you gonna tell him the news, or should I?" And that's when I had to tell him that I was actually grabbing the mate's job and I wasn't gonna work with him no more. Because I actually worked on that crew as well. So a lot of guys, they know me for me and not know me because of what I look like.

M.Z.: Have your families, like your home family and your work family, has there been any like, crossing there? Do they come down here? Do you guys have picnics?

D.J.: I actually had – my mom's down here the Christmas parade. They had a Christmas parade here and I asked both my parents down and they came down and they liked it. And my mom, she was really proud. My mother's all about, she's 5'4 and 120 pounds soaking wet. You know but both of parents, my father tell me every day that he's proud of me and I'm proud of them, you know. I think I have gained a lot of respect as an adult from my father by him seeing how I handle my finances. I'm not in the best place, but they see that I'm trying things. I bought a time share in Miami, so they seen I was trying to do a lot of things. I'm trying to do all these things before I have kids. I don't have any kids yet.

I would say, can I say something extra? I would say the hardest thing right now, what I have, is like when I try to tell people about the job and then like if they get in the industry, trying to tell them to open up a 401(k). I think that's the hardest thing. I mean, they're making, what I like to say, pretty good money for where I come from. So it's like trying to tell them about a 401(k), forget it. It's like, "Oh, that's gonna take such and such money." I'm like, "Man, if you save it up, and then you get a company that matches, which that's what this company does, not a lot of companies that do that, you can have over six figures in, like, five or six years if you do it correctly." Trying to do that is so difficult.

M.Z.: Yeah, because people see the immediate, they don't think about the future.

D.J.: I did the same thing. I got my first check, I looked at my check and I was like, "Man, this is all I had to do, oh, man." You know, the hardest thing, you know like I say, the hardest thing is the 401(k) and then trying to keep the record clean. That is so difficult. Like, if you want to go out and have a drink or something like that, you gotta catch a cab home. Do not get caught for DUI because that is, oh, I'm sure you know, that is so bad for the Coast Guard. I mean, you can assault somebody and talk to the Coast Guard and let them know; you get a DUI, that's really difficult.

M.Z.: In a way, it's good, I mean it forces you to clean up your life whether you want to or not.

D.J.: Right, it's definitely good, you know, because you have to definitely look out for all of that. I had to stop hanging with a lot of friends that I used to hang around with because of the fact that they smoke marijuana.

M.Z.: Was that hard to do, I mean, to make those kind of changes?

D.J.: No, I'm an only child, so I've been kind of used to staying to myself because my parents, they always bought me, like if I did good in school, I would have video games, stuff like that to play with. So I kind of been like staying by myself. Now the friends that I do have, when they do smoke, they'll let me know and I'll go in the other room, or they'll go to the other room or they'll go outside.

M.Z.: So you don't get any secondhand contact.

D.J.: Yeah, because trying to convince the Coast Guard that, you know, it's not gonna happen. They made the front page in the *Baltimore Sun* saying that they had a 91 percent conviction rate. A higher rate than what the FBI has or federal courts. That's, to me, that's pretty scary. That's like, you know, they're strict.

M.Z.: Do you ever get hassled by anybody, like , "You think you're better than us," that kind of thing?

D.J.: No, I don't get that because they don't know what I do. I keep a lot of that stuff. I try to keep my private life private because I live by myself. So a lot of my neighbors and stuff like that, I don't really tell them what I do or how long I stay away because of the fact that I'm going away from home, they might try something. Even though I have a security system, but still, you know, I'm gone away from home.

M.Z.: Well, is there anything else you want to add before we turn this off?

D.J.: Yeah, a couple things. Thing that scares me the most, you know, other than the fog, I mean like, other stuff. Lot of things that – to succeed is one thing, you're always nervous to take a test. But the biggest thing that I'm afraid of is that I'm not gonna be there around for if something happens to my parents. You know, I'm not gonna be able to get there on time, maybe see them and stuff like that.

M.Z.: You mean with the schedule where you're two on, two off, that kind of thing?

D.J.: Yes. Well, if I'm off and maybe I'm down Piney Point or whether it's Norfolk or even in Virginia, it's a pretty scary feeling that, you know, like "Hey, yeah, something happen to your mom; she had a stroke," or something like that. I think about that so I kind of cherish and make time for my parents regardless of – like when I'm home I try, you know, do some family things because you're not gonna always have them around. They've definitely been my biggest support.

M.Z.: How old are your folks?

D.J.: My mother's fifty-seven; my father's fifty-six.

M.Z.: Oh, so they're pretty young.

D.J.: Yeah, my father just got a brand new, well not a brand new Marquis, but a Marquis, Grand Marquis, so he's--

M.Z.: He's doing well.

D.J.: Yes. He's happy about it, a big car, a V-8, guzzling thing like that. He don't care about the gas right now but, you know, they're pretty happy. We're supposed to actually go on a fishing trip. The first time ever that we went on a fishing trip, I rented a boat, I rented a powerboat down in Annapolis.

M.Z.: Oh, great. Did you grow up fishing and messing around doing that kind of thing?

D.J.: No.

M.Z.: So this'll be new.

D.J.: I don't fish, I don't do any of that. I go travelling. Now we started to go to the gun range, me and my father did, the father-and-son thing, but that's about it.

M.Z.: How's that going?

D.J.: Well he was a Marine.

M.Z.: You a good shot?

D.J.: No, I'm okay. He was a Marine so he'll beat me out any day.

M.Z.: He's got it down.

D.J.: Yeah. But he said, last week he was pretty proud of me that I started to do things a little safer and actually went ahead and got a couple of things going for myself as far as trying things. I'm like the guy that's experimental and will try things, like the time share, you know whereas my parents, they're not able to resource the funds, or they just don't know how to go about it. I'm the person that go out there and stick his neck his out first and then, if you know, if I like it, I'll let them know and they'll come out with us.

M.Z.: Are you in a position now to kind of help them out financially if they need it?

D.J.: I'm doing that right now, yeah. Two years ago my mother, she didn't know how to go about it. She had quit her job, you know it was getting real stressful for her and she didn't want any help from me. Now, of course it was the two of them for twenty-something years or more, you know, so you know her pride was there. She didn't want to ask me for any money or whatever, but we had a sit-down talk. I listened to everything she had to say, and my father also interjected. And I was like, "Look, if you want to go get your nurse's license, go ahead, shoot for the stars. I'll support you and I'll go ahead and step in," and that's what I've been doing for two years. I was like, "Look, y'all did it for

eighteen years for me; the least I can do is do it for a couple of years." And she got out of nursing, I guess it was six months ago.

M.Z.: Wow, that's great. Does she have a job yet, or she's still looking?

D.J.: No, she's still looking. She's kind of, she's just very eager, anxious to get in there, so she's kind of impatient, she gets upset or down with herself. I says, "Look, you gotta understand, you're fifty-seven years old, they're probably looking at your age as well, but when they get to see you and see how energetic you are, you know." She's very energetic, she can't sit in the house for one day. If not, she's online.

M.Z.: Something will come through.

D.J.: Something I definitely would encourage for the future people is don't get discouraged about what you have to do. You know, as far as coming into – I think it's progressed a lot since fourteen years ago.

M.Z.: The industry?

D.J.: Yes. I think it's progressed a lot. It has nothing to do with the president, I just think you know, in a whole, it's progressed a lot.

M.Z.: You mean like, the whole country?

D.J.: Yes. Well, I would say the maritime industry has definitely progressed a lot and I think a lot of tragedies help open doors up.

M.Z.: For example?

D.J.: Nine-eleven, you know, Homeland Security, you know they need more people. They need more people for the hospital shift, for the comfort and stuff like that. The cruise lines that's coming in now, you know they can also get certifications for that. Also the fact that what just happened not too long ago with the ship in Italy, that situation, I think now it's gonna be a lot more of drills that's gonna be enforced, you know, before you actually certify. That's a sad situation but you have to learn from your mistakes.

M.Z.: But you think in a way, that creates more opportunity?

D.J.: I think it will because of the fact that it gives a lot of people opportunities for awareness. Like you can't just push a person in and say, okay, well here's his e-card or whatever. Now you have to go through six weeks of background checks if you want to be an AB now, have AB special TOS and things of that nature. So it's a lot of opportunities there. For me it was just, OS, AB; it was a cook, OS, AB and then mate. Now, they have a whole lot of other things.

M.Z.: I have one more question for you. Because we're coming from the museum out there on the Eastern shore and it's the Chesapeake Bay Maritime Museum, you as a Baltimore native, do you think of yourself as a Chesapeake person?

D.J.: Yes. (Laughs.) You know, my car, I had to, like they ask me what kind of tags would I get. They ask me, it's like they have rural or farm tags, I says, "No, I gotta those Bay tags," and they was looking at me, it was like, "Really?" I says, "Yeah," I says, "You know how much flack I'm gonna hear if I don't get Chesapeake Bay tags and I work in the harbor?" And the lady, she started laughing she says, "Yeah," she says, "Well, I don't know what you do, but it sounds like it's pretty serious if you putting emphasis on that." So, you know, also the fact that I work in the bay, you know, I go up and down the bay, you know, I have to probably draw the charts of the bay so, yeah, I look at myself as being – if I ever be a bay pilot, you know.

M.Z.: Can you say a little bit more about that, like what you think or feel about the bay, working on it? Environmental stuff or otherwise.

D.J.: Yeah, I think it's kind of surprising that it's a lot of places that's in the bay that people don't know about. Like, I didn't know anything about Tangier Island, Poplar Island, I don't if Hart-Miller Island is a part of the bay, but I do know that the bay is like – the bridge. The bridge itself is a, I don't know, what is it, Marion, Marion, oh man, what is his name. He took a picture of the single span bridge.

M.Z.: I don't know.

D.J.: M.E. Marion, oh, man. But anyway, he took a picture of that and I realized, like at night, when you're going under the bay bridge, there's nothing like it. I mean unless you're actually going across the bridge, or unless you're going underneath, there's nothing like it. And I wouldn't want to see, you know, people destroy the bay. I would want to see a lot more people taking care of the bay as far as the oysters and the crabs because I think that's a business that's going out. I don't know if there's anything that you can do. I don't really know, you know, have a lot of information or input for that, or knowledge on that as far as like how would you take care of the bay, but I think they should do a lot more.

M.Z.: To take care of the bay.

D.J.: Yes, I think so.

M.Z.: Are you saying so that they can keep oystering and crabbing?

D.J.: Yeah, so they can, oyster, crabs. Cove Point is something that's interesting, too. I don't know if that helps or hurts the bay.

M.Z.: Cove Point?

D.J.: Yes. LNG, Liquid Natural Gas down in Calvert County. I don't know if that's gonna help or hurt the bay, because it's like, it's pretty far off and if you have an accident, I don't know how much damage that would do. You know, if you were to have an explosion down there, I don't know how much that would hurt the bay. That's pretty interesting.

M.Z.: Here you are based in Baltimore in this pretty industrial area, but then you go out and I guess you see some beautiful, more natural things. Do you think that those two things can kind of fit together pretty well, or is that a problem?

D.J.: I think the city would be a problem. I mean, once you go, to me, like I always tell people, I hate to say this, but I wouldn't fish in the harbor; I would go below the bay bridge. Go below the bay bridge, the water, to me, is so much cleaner. And I want to say part of that is because of the runoffs, the pollution that's in the bay, water sewage problems that has been happening in the city by, what they say, by accident. I don't know if it's the infrastructure or what, but that doesn't make it very healthy either for the Baltimore harbor.

Now when you go further down the bay, to me, I love going down the bay, especially at night. It's very nice to go down the bay and watch the moon shining on the water like a new moon, full moon and stuff like that. In the daytime though, I don't really see a lot of fishermen out there like I used to. There used to be a lot. We also used to come up with a lot of crab pots, too. We used to pull out a lot of crab pots. And I also seen, they did a study on it, talking about how I guess the Natural Resources; they pull up a lot of excessive crab pots and stuff like that. That was pretty sad to see. I didn't know it was that much stuff that was going on.

M.Z.: Before you got involved with this kind of work, did you have much of a connection with the bay?

D.J.: No, not at all.

M.Z.: So this is all new for you.

D.J.: Yes, it was new, it was exciting, it was intriguing once I started it. Now you even look at Poplar Island, I can see how much has progressed from when I had started working here. Fourteen years, you know and they still working over there. It's pretty impressive. And then like, the C&D Canal, oh man, if I could live up there, I would. I mean, that is very impressive to see something like that. You would think like – I couldn't imagine anything like that being in Maryland.

M.Z.: What do you mean, just, it's beautiful?

D.J.: Yes, it is. It's definitely yes, it's very nice.

M.Z.: So do you feel drawn to more kind of rural area – would you get out of the city if you could?

D.J.: Suburban, I would say suburban. Not a rural area, but suburban. I love the city, but taxes are pushing me out. I'm not gonna lie to you. I know, like Captain Wayne, he lives right about the Pennsylvania line. He has eleven acres and I'm like, you know, for the same amount of money that he pays for eleven acres, you can't even get a quarter of an acre around here. It's pretty funny to see that, you know. Sometimes I feel as though I get punished for making more money. But that's the way it is, you know. It's not nothing you can do about it; you just gotta, sometimes you just roll with the punches.

M.Z.: Yeah. Well, anything else?

D.J.: No, that's about it. I definitely would like to thank captain Bob for referring me. I would like to see more people my age or younger get into it. Is there anything that – like they would have any schools that would actually get into, do you know, like information?

M.Z.: Any?

D.J.: Like any maritime schools that you know of that's actually offering this to young African American kids?

M.Z.: That are specifically directing it to African American kids?

D.J.: Yeah, for like apprenticeships and stuff like that?

M.Z.: I don't know, that's a really good question. Not that I'm aware of. But you know, I wonder if this exhibit can help with it at all. Because you're the first African American that we've talked that's in the business.

D.J.: Really?

M.Z.: Yeah. I mean, it just seems like there's not a lot out there. But in general, everybody in the business seems to be so enthusiastic about it as a viable career, you know, like regardless of race, and then to see also Mary, to see women getting into it. You know, it's just exciting to see something that's growing and that can really earn people decent money and you can have a good life from it. You just don't see a lot of that these days with this economy. So I hope, you know, to whatever extent our exhibit can help more people understand that there's this work out there, this career out there. And maybe there's something we could do with the exhibit where we could specifically invite school groups or African Americans.

D.J.: You know they have a Living Classroom Foundation? I seen them over there, you know.

M.Z.: You've done some work with them, haven't you?

U.M.: The museum does, yeah.

M.Z.: Or they come to the museum.

U.M.: Yeah, to our museum, they do trips every day.

D.J.: Well I definitely could say that there's going to be a lot more work available. There's 3,700 jobs, if I'm not mistaken, that's supposed to be coming into the port for the next two years or so because of the container ships and the sea ships.

M.Z.: Yeah, Mary was mentioning that, too.

D.J.: Yeah, it's a lot of work that's gonna be here, so. I'll keep trying to go out there and reach – I did make one promise to myself, you know, and I've actually talked to my father and I actually talked with Paul and I actually have Elijah Cummings' number because he actually wanted me to come and sit with some of the kids at one of the schools that he has.

M.Z.: That's a great idea if you're up for it.

D.J.: I said, "I don't have a problem at all; I just want to get my captain's license." Once I get my captain's license, like I say to them, "Hey, I have my captain's license, I'm just waiting for a position for a captain," even though I don't know if I want to be a captain here. But it's just to have that option to say, "Look, I don't just have a mate's license, I have captain's license," and I'm at the furthest I can go as far as being at the company that I'm at. And I want to be able to be there and say that to them and say, "Hey look, you know, anybody can come here." Before they turn eighteen and then start going another direction.

I hate to see guys, excuse me, I hate to see people, because women are just as qualified, too, but I would hate to see them make a mistake and then that mistake actually cost, you know just one simple mistake or one misguided mistake –

M.Z.: As far as getting into drugs?

D.J.: Correct. I would hate to see them get a felony just because they was wanting to try and be curious and all of the sudden it costs you something, an opportunity being here. That's one thing I'm definitely blessed about, I'm definitely fortunate about all the way around.

M.Z.: Do you have anything else you want to ask or that we didn't talk about?

U.M.: No, I think you talked about some really good stuff.

M.Z.: Well Dayvien, thank you very much.

D.J.: Hey, no problem.

[End of interview.]