

**BAYSHORE DISCOVERY PROJECT
DELAWARE BAY MUSEUM**

ORAL HISTORY TRANSCRIPTION

INTERVIEW DATE: OCTOBER 16, 2007
TIME: 1:00 PM TO 3:00 PM
SUBJECT: HIS MEMORIES OF PORT NORRIS
OYSTER CO., and his personal history.
NARRATOR(S): William "Billy" Bradway and his Wife Jane
And daughter Susan.
LOCATION: His home: 2529 S. Market St.,
Port Norris, NJ
INTERVIEWER Meghan Wren-Briggs, Executive Director of BDP
Pat Moore, Volunteer Oral History Project – BDP
**TRANSCRIPTION
COMPLETED:** February 26, 2008
TRANSCRIBED BY: Pat Moore, Volunteer Oral History Project

ACCESSION #: 2007.07
CATALOGUE #: 2007.07.01

BEGIN: TAPE 1 OF 1 – SIDE A.

Meter: 008

Pat Moore: Okay, we are at the home of William Bradway and his wife Jane, 2529 S. Market St., Port Norris, NJ. The date is October 16, 2007. It is approximately 1:30 pm and we will be interviewing Bill regarding his personal history and his association with the Port Norris Oyster Company.

NOTE: We had trouble with the recorder and the first part of this interview was not taped, but notes were taken in detail and are in the file. The recorder was fixed and the interview continued as follows:

NOTE: It should be mentioned that Bill Bradway had a stroke several years back and his speech has been impaired.

Meter: 017

Now, so you were hired at the Port Norris Oyster Company as a Manager of the entire facility. How many employees were there at the time?

Bill: About 100

Pat: About 100 employees and what comprised the company I mean was there, we know there was a fleet of seven we have shared the names of the boats. Was there a shucking house?

Bill: Yes, the Port Norris Oyster Company was a shucking house.
Pat: It was a shucking house and then it was also, then from shucking it went into canning?
Bill: No, it...
Pat: Or did you ship it in bulk to someone else for canning.
Bill: No we canned oysters.
Jane: They did everything.
Pat: Okay, so you canned them there also and then shipped them out. To what areas of the United States did you ship to?
Bill: California, Texas, Philadelphia, Indianapolis, Indiana, I tell we shipped just about everywhere. We shipped to Canada, down South, Louisville, KY, New York City.
Pat: They had a pretty large business going there.
Bill: Oh yea, it was a big business.
Pat: Do you have questions (directing question to Meghan).?
Meghan: Of the 100 employees how many were shuckers?
Bill: 100 really shuckers and had other help besides. We had about 6 or 8 other people in there, secretaries, etc., You have that book she gave you?
Pat: Yes I did.
Bill: That talks about you look in there and it shows the shuckers.
Pat: Bill is referring to pamphlet that was written about the story of the Port Norris Oyster Co., and there license, that would be NJ #1 wasn't your license, what was that number?
Bill: It was their license.
Pat: That was their license number.
Meghan: The shucking house license number.
Jane: It went on all the cans.
Pat: And you were Plant Manager and at the time Elizabeth Dagestine was the Sales Service and Frank H. Wheaton, Jr., was President and we have David Barttles as Secretary and Robert Morgan as Vice President and General Manager and Frank Wheaton, III is Treasurer. And these were the people that you worked with at the time.
Bill: Yes
Meghan: Were all of the shuckers African American?
Bill: Yes (using a nod)
Susan: Have you ever, Meghan have you ever been in the Port Norris Oyster Company at any time?
Meghan: I was yes.
Susan: I mean they were filled, those rows of stations, I mean there was actually somebody at all those stations at one time. Isn't that amazing. Hard to believe.
Jane: It was kind of a trade that has never been repeated with the shuckers, it was kind of a you know it's kind of gone down, died off. The skill of it has really died off.
Meghan: Was it fairly seasonal? I mean when the oysters were coming and did those shuckers live in Shell Pile mostly or were they all you know around?
Bill: They were as far away as Bridgeton, Seaville.
Jane: But they lived in town here. We just shucked in the months of "R's" really.
Meghan: And what did they do in the off time?
Bill: Most of them didn't do anything. Collect unemployment.

Meghan: Would you say, did any of them move back and forth to the Chesapeake area or were they mostly year round where ever they lived?

Bill: Yea

Meghan: The places that the oysters, did you do much in the way of the actual selling of the oysters or did someone tell you where they went or was part of your job to???

Bill: My job was to call the customers every week.

Meghan: Wow, you must have spent a lot of time on the phone.

Bill: Too much!

LAUGHTER....

Jane: And he is such a talker!

Meghan: And were you customers primarily the end place or were there other distributors?

Bill: It was 90% the end place.

Meghan: So you would be talking to a particular restaurant or a ?

Pat: And that is how you would deliver them directly from your plant to the customer, so it didn't go to any kind of distribution center.

Bill: No

Meghan: So you must have managed quite a number of truckers also.

Bill: A few not too many. Too many people don't follow _____ they are a mess to _____ they leak water and all kind of stuff.

Meter: 095

Meghan: So was it mostly the ones that you mentioned before, Dagastine, Port Norris Express, and who where you primary haulers?

Bill: _____ Dagastine.....

Meghan: Only

Bill: Yea, and um we had outside truckers not a whole lot but just a few.

Pat: A few independent?

Bill: Yea

Pat: Yes, my dad was an independent driver, he didn't haul oysters, but ah he did a lot of independent work up in the Millville area, working for Espoma and Kowalsky and places like that.

Bill: We hauled a lot for Kawalsky too.

TOOK A BREAK.....

Meter 112

Pat: Before we get off the subject of the oyster company, do you have any more questions about it (refer question to Meghan)?

Meghan: Well I know I don't want to take too much time today, I might think about it and if it's possible to ask questions at another time? I am partly interested in the building itself and when it was built? Was that, was Port Norris Oyster Company always right where it is today?

Bill: Approximately. It was down the road just a ways.

Jane: Down the road heading what way? Heading towards Jack Kings? Or ...

Bill: Towards Jack Kings, yea. And a it was.

Jane: When did you have the fire there?

Susan: Because it used to be the office was up on the second floor, but they did have a fire there used to be the office was on the second floor and everything you know and that just totally changed the way it is looks now.

Bill: Yea, before the fire, Port Norris Oyster Company was down that way a ways.

Susan: Closer to Jack Kings.

Bill: Yea, just a ways, not that far.

Susan: No, but I'm just saying in that direction.

Meghan: But on the kind of the same property?

Bill: Yea

Meghan: Oh, okay.

Bill: Just started there 1921....

Jane: Are you sure about that? When was the fire?

Bill: This fire I'm talking about was before...

Jane: Oh there was one before that?

Bill: Oh yea in around 1950.

Jane: And see they did shuck scallops and clams there after oysters. Along with oysters or after oysters?

Bill: After oysters.

Jane: After oysters, Port Norris Oyster Company had shucked clams and very short time scallops, cause I have a little dented can here that says it.

Meghan: Oh how about that. It must be a one of a kind.

Jane: It's got a _____ on the bottom.

Pat: Yes, we are looking at a canned coast packed delicious fresh raw with the NJ 1 logo, scallops, net contents 12 ounces. And we are also looking at a small oyster can, Port Norris Oyster Company written on it, Port Norris, NJ with the NJ1 logo and beautiful art work of a looks an ink drawing of an oyster boat and a photograph of an open oyster and these were the type of cans you were using when

Bill: Well, mostly was in gallon cans.

Pat: In gallon cans?

Bill: Which are alike that size. We must sell 10 barrels would be a lot.

Jane: 10 gallons of these you mean.

Bill: Yea

Jane: This is a half pint (pointing to small can). And then you can see the oysters in there and this was a solid tin on the bottom.

Pat: Did you sell to other food companies like grocery stores?

Bill: Yea

Pat: Large chains like A & P or Acme or ?

Susan: Didn't you have something with Kroger?

Bill: Yea

Jane: Kroger's is groceries in Ohio and aren't they somewhere else in NJ?

Susan: I don't think in NJ but they are big out in Ohio area.

Jane: But they had them at our local stores.

Bill: Gee, I didn't know I was so busy. (laughter)

Pat: With the fleet, did you have the same captains all the time or did you know the captains.

Bill: Mostly it was.
Pat: And they usually stayed on the same boat?
Bill: Usually, it wasn't a sure thing but.....
Meghan: Do you remember some of the names?
Bill: Well, boat captain was Jimmy Gale? And
Meghan: Which was his boat most of the time?
Bill: It was Moreland/Morgan? And the Robert J. Bold Um I'm mixed up.
Jane: There is a Robert Bold
Bill: Yea, and you don't have many captains just in the bay season. That when you have all the captains. And the other time of year may be two.
Meghan: So you only take all your boats out during bay season so you only need them for that period of time and the rest of the year you are harvesting oysters and you only need you know a couple at that point so Jimmy Gale was full time for the company so who was there another captain that was mostly full time?
Bill: Glendon Berry
Meghan: Glendon Berry?
Susan: Daddy, and didn't the deck hands come from Maryland and stuff during bay season.
Bill: Yea
Susan: A lot of people for the bay season they came just for that. And stayed on the boats didn't they?
Bill: Yep
Jane: That was exciting times, I always thought it was.
Susan: When I was a kid I was never a girlie girl and I was with daddy all the time and basically I was at Money Island all the time. I was, that's why I know the boat names I was there all the time.
Jane: But the boats would go there at night instead of coming into Port Norris when they were up the bay.
Susan: So I would go, and so daddy would go to meet the boats at night and fix whatever problems would that they had and I always was with daddy.
Pat: What was there any existing like blacksmith shop at the time?
Bill: Oh yea,
Pat: That you worked with, what company, what blacksmith was that?
Bill: Sutton,
Jane: Bob Sutton.
Pat: Bob Sutton?
Bill: Allen Beebe .
Pat: And where was that blacksmith shop located?
Bill: Down where the big clam plant is down there.
Pat: Oh down past our BDP office?
Bill: Yea
Pat: Where the big clam house is now that used to be the blacksmith shop.
Jane: There used to be a general store down there somewhere too, Charlie Moore store had a pot belly stove, I remember that. And they had groceries.
Susan: That was right across from the shucking house.
Jane: No this was down in Bivalve.

Meghan: Oh was that the one that was a Co-op also?

Bill: Yea

Jane: Yes, that's right.

Meghan: And that was the same principals as Port Norris Oyster Company wasn't it?

Jane: Yes

Jane: Newcombs owned, yes Joe Newcomb

Meter: 219

Meghan: And that is the building that is still there now? That's long reach? Or was that a building they tore down that one with the that a sort of peak in the roof?

Jane/Bill: They tore it down, yea.

Bill: There is none there now but pertaining to that. You know where Roy Yates had an office and a store was down there.

Meghan: I don't know which one he had it in?

Bill: It was in, in the Long Reach Marina Office. I didn't know I knew so much.

(laughter)

Jane: And there was a post office in Bivalve to.

Pat/Meghan: We actually have that building now. Although I understand before that it was in the shipping sheds themselves, I'm not exactly sure which side of the shipping sheds.

Jane: Do you know which one it was in?

Bill: No, I don't. We had a barrel factory to.

Meghan: A barrel factory?

Jane: A barrel factory down there?

Bill: Yea,

Susan: Did they make the barrels for your company?

Bill: They made them for everybody.

Pat: And this was during the 70's, it was still there?

Bill: No, it wasn't there then.

Jane: This was when? In the 40's?

Bill: The 40's - 50's.

Pat: Do you remember where it was located?

Bill: Yep,

Pat: Laughter, would like to share that with me.... Laughter.

Bill: It was next to the hotel.

Meghan: On the corner of what is now called High which was do you mean Henderson's Hotel?

Bill: Yes.

Meghan: Okay, so it was on the corner and now there is Miller and Howard and there's Shell which is now High they are all coming together in that one spot.

Bill: Yes, it was over next to the blacksmith shop.

Meghan: Which shop?

Bill: The blacksmith shop.

Meghan: Okay, the one where the foundation is still there? Or part of it? The one that was there until just a few years ago? On High St.

Bill: No, you got to give a chance to slow down,

Jane: So there was more than one blacksmith shop.
Bill: There was another one
Jane: _____ Fagan.
Bill: _____
Pat: The, just a quick question, it was called the Port Norris Hotel?
Bill: No
Pat: What was it called?
Bill: Well it was referred to as Henderson's Hotel. (referring to the Bivalve location)
Jane: Henderson's, did it say that on the
Bill: I don't know. Old grandma Henderson run the hotel.
Jane: I, wasn't around then.
Bill: A lot of the Henderson's was down there and grew up
Meghan: And that was Danny Henderson was one that lived there? And it was his mother that had the hotel so she lived in that house also?
Bill: I couldn't say, she stayed at the hotel as far as I know.
Meghan: But she was the one known as Grandma Henderson? Danny's mother?
Bill: yes, I know too much.... Laughter.
Jane: You never have a chance to talk.
Pat: We are definitely coming back. Laughter.
Bill: Here, we give you that for a gift (handed a Port Norris Oyster Co., booklet).
Meghan: Wow
Pat: We are looking at a (copy) of a receipt from the E.B. Cobb sail maker, for finishing the main sail and it was Captain Jacob Burns.
Meghan: (reads) Making and furnishing mail sail,
Bill: for \$60.
Pat: What's a bidden duck? Biti....
Jane: That's the material isn't it?
Pat: Oh, oh duck
Meghan: I have never head of that type of description of a type of duck, 10 ounce something duck.
Pat: So it cost \$60.00 and this was in 1922, March of 1922.
Bill: If waited to have it made now it would cost \$600 anyhow.
Meghan: A bit more than that.
Pat: They just had one done.
Meghan: It was actually more like \$6,000. (Everyone gasped)
Pat: Isn't that amazing.
Meghan: And this is E.B.Cobb the sail maker and we have his sail making bench and his desk from his estate. Al Huber tried to buy it from him when he was alive and he wouldn't sell it and then he ended up getting it from the estate, but it is part of our, he donated that to the museum.
Jane: Oh that is very good that you guys can have it. I know he lived on Main St in Port Norris.
Meghan: Oh did he? I didn't know that. Do you know which house?
Jane: It's a, I don't know how to describe it. It was across from the Sea Shell restaurant, which is no longer there.
Bill: It was across from the _____ garage.

Jane: It was across from a Doctor Day. Do you know? It's on the same block, if you go down Main Street from this way, it's on the right but it's Cherry St, there is a little street called Cherry Street it's right there, on Main and Cherry St.

Meter: 322

Jane: Of course there are two houses Eagle Blatt(?) lived in one and then Cobb lived in the other. It's the one towards the Twp. Hall that corner.

Meghan: I meant to ask this, but do you know who owned this house before you?

Bill: I think somebody named Fagan.

Pat: Fagan – F A G E N?

Meghan: Related to Boyd Fagan maybe?

Bill: Probably, distant.

Meghan: Is it Fagan or en?

Jane: I think it's (an)

Susan: I think it's (an) cause I went to school with some Fagans.

Bill: This house was built in 1870 or something like that.

Pat: The house was built in 1870's?

Bill: That's a long time.

Pat: Do you have any more questions about the oyster company at this point (asking Meghan)?

Meghan: Well I guess, I mean I'm curious about the you said you were responsible for the maintenance of boats um and that sort of crosses over to the shipyard, you worked at the shipyard for a period also. Is that right?

Bill: I worked in the shipyard

Jane: After the shipping house closed.

Susan: But during too, he was kind of back and forth.

Jane: Because he was a mechanic and

Susan: And so he would be both places until finally he was just strictly there.

Jane: I have to say this though because it was the Navy or which one was it (asking Bill)?

Bill: Yes

Jane: Would not leave their boats there unless they guaranteed that Bill worked on them.

Meghan: How about that.

Jane: yes (laughter) He also (meaning Bill) the air wind for dredges.

Pat: Oh that was the other that was one of the things that I wanted to question.

Jane: In fact almost everybody now, even as far as Connecticut has the air wind. Then he and Earl/Beryl(?) Tomlin invent opening the oysters with sound waves.

Meghan: Really?

Jane: Radio sounds, radio waves? What?

Bill: Radio frequency.

Susan: Was that oysters or clams you could that with?

Bill: Clams.

Jane: Of course he didn't you know patent these things so.....

Pat: Yes, yikes...

Jane: Well, yes but.

Meghan: Well I had the impression that if you needed something done that Bill was the guy to go to.

Jane/Susan: yes

Meghan: So I image you were a pretty valuable employee for the company in general and they just grabbed you wherever they needed you. That's kind of what it sounds like a little bit.

Bill: Yes

Susan: And he'd still work on boats of the other oystermen too, you know like if Georgie McConnel was out there and he had a you know and so he

Jane: And he would order parts ahead so he wouldn't hold up anybody cause there was only a short time they were up the bay. But a...

Pat: You evidently were a self-taught mechanic then weren't you.

Bill: Yes

Susan: Well I did put it down (referring to history form) apparently he started I don't know how it all started, but his person he says that taught him the most and where he learned most of the _____ is Boob Camburn.

Jane: He has to have a first name.

Susan: And Boob of course is a nickname

Bill: And he was a legend in the oyster business a for working on the engines and stuff.

Susan: So that was his mentor, "Boob"!

Pat: And his last name was?

Susan: Camburn.

Bill: I can't think of what his real name was.

Jane: This is the greatest place for nicknames.

Pat: Oh South Jersey is. (laughter)

Meghan: Bill, did you ever have a nickname?

Jane: Frosty.

Meghan: Frosty.

Jane: Brought down from his father who got up early every morning.

Susan: So they name him Frosty. Some of these names don't make sence.

Pat: Well I was going to say, never ask how you got named.

Susan: And some names are like well there's Barney but they're named Warrington.

Where does the Barney come from? You know, I don't know. Or just the names are, and a lot of the nicknames that are around started because he started them (pointing to her father).

Meter: 400

Pat: He started them, he gave the nicknames huh?

Susan: Yes, he started a lot of nicknames. So ah yea.

Meghan: I'm sorry but the, I didn't catch the explanation of where Frosty came from?

Jane: His, well rally they cause they called his father Frosty for years, I think that is how that is how he got it, but his father got cause he was up real early in the morning when there was frost.

Meghan: Okay

Jane: There was a slight correlation there.

Meghan: I would love to have some point a little booklet of all the nick names. Maybe a little explanation of how they came about.

Jane: Or Cecil diesel...

Susan: Todd King has always been Tidy Bowl (laughter). I don't, we don't know, I've met his uncle and everything since then and nobody knows how that started, but I don't know. Daddy didn't start that one, so.

Meghan: Cecil Diesel is that Cecil

Bill: Upshore.

Jane: His last name was Upshore. He used to work on the boats, he was crew and he's now in Millville in a high rise but they always called him Cecil Diesel.

Bill: He run a boat for _____.

Jane: Oh, he was a captain? Oh I thought he was crew, oh he was a captain.

Bill: I was in the clam business me and Jim Garrison...

Jane: I thought it was oysters.

Bill: Oysters too, but we had two clam boats together the _____. I told you I was a busy fellow. (laughter)

Meghan: So you owned two clam boats?

Bill: Yea

Jane: With Jim Garrison, though.

Meghan: No that's not the Jim Garrison...

Jane: With the Express, yes.

Meghan: Okay, then would be have been, is that George's father. Okay, not George's brother.

Jane: No. That makes it better.

Meghan: Yes, just a little...

Bill: I'm feeling lucky cause I haven't talked for two days.

Susan: Well daddy we feel really bad that we just _____you down that much and you just feel like _____.

Pat: Well, we don't want to tire you.

Bill: You don't tire me.

Pat: Do you have to get back (talking to Meghan)? Because, the one area that we would also like to talk to you about is your experience on the Shell Fish Commission, so I don't know if you would like us to come back and do that another day or if you would like to continue on a little bit.

Jane: There are some neat things here that do you want it?

Susan: It's up to you guys.

Pat: Well, I wanted to tell you I googled you, (laughter)

Bill: What does that mean?

Susan: Searched for you on the internet.

Pat: I search for you on the internet.

Bill: Did you find me?

Pat: I certainly did.

Jane: Oh my goodness,

Pat: And I found it twice under NJ Legislative. One was in the Digest and one was in a calendar. You were on a calendar to go up and I guess to speak at a session or something and this one was (handing him a printout of what was on the internet) a open public

information. And it has you in here as the, when you were actually appointed to be a member of the Shell Fish Council. Warren B. Hollinger of Port Norris, well this was when you left, to replace William H. Bradway, Jr. after your resignation. So your not only in State files, your on internet too, Bill.

Jane: You have to read, you know the DEP over-rode the Council, you know.

Bill: The first time they ever did.

Jane: The first time they ever did and so he wrote a letter to the editor of the newspaper which wasn't really a nice letter, I mean and then he sent one to Zane, Senator Zane about it. Because they wanted to, the DEP said they could bring the oysters right in and sell them, is that it? (asking Bill)

Bill: Yes

Susan: They wanted to increase the limits and stuff.

Jane: So a he was against it he wanted to preserve and so we got that information here if you want to look at that.

Pat: When where you appointed to the Commission?

Jane: I think it was in '72, I'm pretty sure it was 1972. He was on it 25 years.

Bill: Yes it was. It's been 6 or 7 years since...

Jane: I think it's been 8 since he resigned.

Susan: You think that the

Jane: you know when it was?

Pat: Yes, it was in 2001, November 26, 2001 (referring to resignation) is when it was recorded,

Meghan: That was when they replaced him. Would it be possible to make copies of some of your file information there?

Jane: Oh sure, certainly.

Susan: The DEP, you think is all for the environment but I guess it's all about money because, if the price is right and that's what they really proved with that.

Jane: So this is an article here I guess that's the same, I don't know (showing a newspaper clipping).

Meter: 513

Pat: Okay, well I'll look through those things and copy them and return them to you.

Jane: Okay, well what is this (holding a paper for Bill to look at) a list of boats?

Bill: Yes

Jane: It's a list of boats that where here, you 'd be surprised at how many there were.

Bill: That's only half of them.

Jane: There's only half the boats listed here?

Meghan: Where was that list generated? Is that the list of boats that went out one particular year or?

Bill: What was your question?

Meghan: This list right here is that the boats that went out a particular year or the ones that were licensed or?

Bill: Yes, they were the ones that went out in the last ten years.

Jane: Now are you sure 10?

Bill: Yes, probably 20.

Jane: Probably 20-25.

Meghan: Did you put this list together?

Bill: I think I had it put together for me.

Jane: These say NJ and a Number is that a boat? Just the license number without the name or what?

Bill: It, it goes to the next page.

Pat: It's probably a spread sheet.

Jane: Okay, I'll put this one in here for you to.

Bill: You will know a lot of those boats.

Meghan: I'll probably recognize the names anyway.

Bill: There will be a lot there that you don't

Meghan: I'm sure.

Bill: And there is a lot there that's not there. Because I got a list somewhere that I don't know where I can get it or _____ but I had listed there were over 300 boats and there are about 150 there.

Jane: It was a big working river at one time. Wasn't it? It's really a sad state of affairs the way it is, there isn't any or you know the things you know but, but I think you can't so many of the younger guys want to live for the day. You know and not think about tomorrow. I mean the old oystermen like Jake Riggin and some of those men they, they were very very conservative oystermen you know because so.

Pat: I think we will bring it to close today.

Bill: It's up to you.

Pat: And we will go back and digest what we have and try to recreate some of the our notes here and if we may if we have more questions about things if we could call and come visit you again.

Susan: Because it must be hard, because things bring things up and you might not have thought of a question.

Jane: And it will be great.

Meghan: There will be two areas, two things upcoming that I hope you might be interested in participating in: 1. We are trying to collect as much information as we can about Bivalve and Shell Pile and what was where on the river. It that some things change you know, or at least.

Bill: I remember when all the wharfs were....

Meghan: Occupied, yes

Bill: When the train came down here every day.

Meghan: Well we are hoping to get information about which companies had which section and put that together on a timeline so that we know, well we are probably most interested in the shipping sheds that we own and are restoring, but we are also interested in the whole in the whole port and across the river, you know recollections of what was where and I'd love to sit down with a drawing you know a map of the river front and have you point out well, this is where this was and this is where this is where that was and get your recollections of particular businesses and where they were.

Bill: I'm an old man. (laughter)

Jane: That would be great.

Pat: But he's the one that still has the knowledge and we have got to get it from you.

Bill: You better hurry up! (laughter)

Jane: No, that would be great, because he would be good for that because he was just down there, weren't you, for years.

Susan: And we go down there at least once a day.

Meghan: You know, it would be possible if I could leave maybe a blank of a map with you or maybe you could be thinking about you know and have it partly filled out with some of your recollections and that way we wouldn't take up as much of your time asking you tediously this, and this, and this, etc.

Bill: My time isn't worth anything.

Jane/Susan: OOOOOOOOOOH.

Jane: Well that would be great because he could have time to think about it.

Meghan: Okay, I'll make sure we get you a map and ask you start thinking about that. The other thing is that every Spring and Fall we do a storytelling with a different focus and this fall, and I'm not set on a date yet, It is either December 1, 2 3 or 8 or 9 over in Dorchester, I want to try and get, I still have to work out the logistics either Leechester Hall or the Fire Hall or the municipal or some building there. We want to do our story telling there and have it about shipbuilding and ship maintenance. And I would love to have you come join us and be able to answer some questions.

Jane: Wouldn't you like that?

Bill: No, I don't know whether I could talk under pressure.

Jane: Oh, I'm sure you could after you got there and relaxed.

Meghan: Well it wouldn't be too much pressure because there would be a number of people who would all have you know some other folks there that could answer some questions and it would be you know, probably some rally specific questions we could even meet once before to talk more about the boats before hand so that you know that I would know some better questions to ask so I would ask you something that I knew you were comfortable with.

Jane: That's right.

Meghan: That might make it easier that way. But think about it cause I think it would be great cause you are such a wealth of knowledge.

Susan: Yes, like today daddy, you know get used to it and start relaxing and then you'll be okay.

Jane: Yes, you know, cause it's really important to have this.

Meghan: It sounds like you've had you hands in the most of the boats out there one time or another.

Bill: Yep

Susan: You know he really did.

Pat: I'm going to end the tape now okay.

END TAPE: METER 675