NOAA Beaufort Lab Oral Histories
Eldon Levi Oral History
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Interviewer: JS – Joseph Smith
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Joseph Smith: Saturday, May 7th in Pensacola, Florida with Eldon Levi, former staff member Beaufort Laboratory of National Marine Fishery Service menhaden program. So, we'll start off with a few basic questions for Eldon and run from there. Eldon, would you state your name and place of birth and age just for the record?

Eldon Levi: My name is Joaquin Levi, Eldon Levi. I'm seventy-seven. Born July 7th, 1933, war baby, in San Francisco, so they tell me. My parents lied to me, so I really have no idea. I'm really fine, which I don't. Okay. There's nothing documented. [laughter]

JS: You went to undergraduate and graduate schools out in California. Is that right?

EL: Yes. I got an ES degree from San Jose State University. In those days, it was a state college. I started late. I was 26 years old. I used to be a lithographer printer. Then I got tired of that. So, I went to school when I was 26 years old and got a degree in Fishery and Wildlife Management and the rest is history.

JS: How did you wind up at the Beaufort Lab? You were recruited out of California.

EL: Well, I went to school and when I was in school, the third year of school, I didn't want to work in California, so I got work with the old DCF in Rampart, Alaska. I was on the Rampart River and the Yukon River. I was tagging king salmon. Did that out of a tent for three months with three other [inaudible] guys out of the University of Alaska. Then I came home, went back to school. Then the following year applied for a job. I was a GS three or four in Seldovia, Alaska working with king crab. So, I was there for three months. Then I came back, finished college, and applied for jobs. The only job offer I had was in New Zealand. They told me, "Next time you're down here, come by for a job interview." [inaudible] I didn't make that. So, [laughter] then I applied for jobs in the Fish and Wildlife Service at that time. My first job was in Bethel, Alaska. That was way up there and that was not a very nice place to work. My second job was in Marquette, Michigan working with eels. I didn't like that job. So, the third best job was Beaufort. I got that job. At that time, I talked to Henry in Beaufort. I called him up and he said, "Well, we're having staff here for a menhaden program." So, I said, "What's a menhaden?" I said, "Where's Beaufort?" I went down to the Coast Guard. There was a geodetic survey. I said, "Where's North Carolina? Where's Pivers Island?" They told me. So, I accepted the job and was on my way on the – had to start on the 11th of February, 1967. I sold my house, rented a house, sold the furniture, and took eleven days with a U-Haul trailer with a little one, half-year-old son, to go to Beaufort, downtown Beaufort. [laughter]

JS: So, who was your first supervisor? Was that (Chapping?) or –

EL: No, it wasn't Chap. It was Dr. Dreyfus.

JS: Yes, Dreyfus.

EL: Okay. It was Dreyfus, and then it was Chap after that.

JS: What was your task your first couple years up there? You were tagging a lot. Was that

right?

EL: When we arrived in Beaufort in February, we all lived in – my son and Nancy, we lived in a little dormitory right behind the building out there. It was cold and miserable. Then the first part of my job was – well, we staffed, it must have been fifteen people. You knew all the people on the list that we had up there. I worked with Edward Chris. I worked with Courtney. First tagging was on the Neuse River, little metal boats. It was icy and I loved it. I was like thirty-two years old. I'd never been on ice before. There was a fellow up there, a technician, and I won't get his name. We went out in the Neuse River and it was on this boat, cracking the ice. We tagged little menhaden out of the pound nets. So, I did that. Then the following fall, I transferred to Fernandina Beach, Florida. I worked there for three summers, [19]67, [19]68, [19]69. Then went back every winter to Beaufort, did some tagging up there and worked with data. It was an experience.

JS: That ice story, that was the icebreaker story. You told me you got the guy up in the bow to break the ice to get to the pound net.

EL: We came out of whatever that little creek was going to the Neuse River. It was all frozen. The local fishermen weren't going out fishing because they had wooden boats. I had lived here. We had a –

JS: Alumacrafts.

EL: – big sixteen, eleven, or eight Alumacraft. I put the guy in the front and he said, "Well –" I said, "So, you bounce up and down." He bounced up and down like an icebreaker. Made out in Neuse River. What was unique was the fish nets were all frozen. We came back to the dock and there was a couple of local fishermen there who were southerners and I was not. They thought I was crazy for going out there. [laughter] We tagged like twelve fish maybe, [laughter] maybe fifteen.

JS: Then off to Fernandina. You were sampling in Fernandina. But you also developed a purse seine, was it, for tagging fish?

EL: Yes. We lived on the beach near two stinging pulp mills and three fish plants. Then I worked with a pilot. What was the pilot's name? He was a good friend of ours. Woody was the captain of one of these wooden boats. So, we'd go out tagging on these vessels every day. I had a crew of three. I guess the captain said, "Why don't you use your own boats?" So, he and the pilot and myself got together and designed these two eighteen-foot wooden boats with the motor in the middle. You feed the net off the back of the boat. It was just like little purse seine. We would use it on the inter-coastal waterway with small fish. He'd get up there and spot us with the walkie talkie which I had to pay for. [laughter] Then we took him up to North Carolina the third year on the [inaudible]. He was another crewman. Well, we tagged so many fish we couldn't keep up with him, small fish. Then the smaller pot was up there. Spotting on these fish was fun. If there were so many fish, the net would sound. It dragged the net under and drag the back of the purse boats under. So, we had to roll the fish out the net like they do in the rail boats.

JS: Then somehow, I guess you became in charge of the Gulf sampling and data collection operation. That must have evolved out of being based at Fernandina.

EL: The last year in Fernandina, they gave me a twenty-foot Grady-White fiberglass boat twin engines. So, we'd chase the menhaden boats. We had rapport with the pilots. Someone would call me in the morning at 4:00 a.m. and say, "We're going to go at so and so off of here, between Mayport and out there Jacksonville." So, we'd go out to the jetties with these three crew and chase down the pogie boats and then tie up next to lure. Then they dip fish out of there. We tag them. We did that for that one year. For some reason, they wanted sampling in the Gulf. So, the other crew didn't want. [inaudible] came down and worked with something down here. Then I was in charge here at the fuel station at the EPA. That was with the Bureau of Commercial Fisheries. In 1970, I went to National Fisheries Service. So, I got the job to travel to Gulf all the way from Pascagoula to Sabine, past Texas because they had a fish plant over there at that time. So, I sample the fish and put up magnets and all the conveyor belts in all the plants. It was really fun during [19]78 because it was the peak of the oil. There was so much activity over there that it built all the big rigs there in Morgan City. You see all the welding and all the building and all the people from Texas all around. We'd go in these bars on Friday night when they had fish fries and crawfish boils and Jax Beer and Dixie beer. Anyway, it was fun. It was just one big boom town. Then later on they changed something in the [19]70s there, late [19]80s and they closed everything down. It was fun.

JS: Let me take a break here and make sure all these sound levels are just right. Then we'll go with part two here. Thank you. Part two of the Levi interview, file 002. Here we go.

EL: Yes, Joe.

JS: Anyway, [laughter] Eldon, you were on the ground floor of the Gulf fishery. It was really taking off in the [19]70s and it caught its peak in the [19]80s. So, lots of boats. It must have been seventy-plus boats down there at one point.

EL: There were a lot of vessels. In those days, they had a lot of wooden boats. I guess they were [inaudible] whatever they were. There were a lot of breakdowns. First of all, I backtrack, we were up there in the wintertime, the boats would come in deck loaded. They'd have sideboards. But they did in the Gulf, too. They'd have sideboards and these big pieces of plywood layup. The boats would come in and the water would come up over the ground. I heard a story about one flipping over one time. But they'd come in, get greedy. But they had all the small boats and there was a lot of activity. The crews were all friendly. We were all on the crew. I used to go on the boats. Well, I stayed on the boat myself. They had the galley there for the crew. When I first came on there, I thought it was fish and it was trite. Is that what it was?

JS: Yes, cow stomach.

EL: Yes. They cooked this stuff up and it was all chewy. Of course, I'm from the north and these are all southern people. They tolerated me. I asked this one guy one time on their table, I said, "What kind of fish is this?" He said, "That's no fish. That's sow belly. But the change over from the food I was accustomed to what they had down here in North Carolina, in fact, there was

a whole culture shock especially going to North Carolina. Because I went to Beaufort. There was nothing in Beaufort. I remember the time that there was no culture. John Wrench was a cultured guy. He was from the north. He was up New York or somewhere, wherever he was from. So, he said, "Well, I got this one culture thing." It was down in the Boca Theater. We go in the Boca Theater. They took the pews out and put seats in there. They showed old movies from 1930s. It would get cold and they had smudge pots in there. They'd open the big doors on the side and they crank up the smudge pots. It was like everybody was smoking in there. [laughter] Anyway, then later on they tore that down. But for me to go to North Carolina with my wife and a little baby was just unbelievable. We didn't like it. But I wish it was like it was then. Because I've been to Beaufort lately and it's like being in San Jose or someplace else.

JS: Well, staying in North Carolina, you must have experienced the fall fishery with breaking fish roe which was a local tradition there. What was that like, those boats coming in with those big fish in the fall?

EL: That was another experience. They break these fish open. It was the yellow roe or the white roe. I guess they sold them or traded them or the same. Anyway, the crew on board would have five garden buckets. On the way back, we'd break each fish open and take the roe out. They'd have various people on the docks [laughter] doing the same thing for trade or other things, watches and stuff like that. [laughter]

JS: Then back to the Gulf fishery, they still had wooden boats, I guess, in the [19]70s when you got down there, but they were starting to phase them out, I suppose.

EL: They had the wooden boats with big old heavy hatches and all things and maybe slow. Go back to Fernandina, when I was there, they had one boat. It was a small company there. I had a crew of three guys. So, a lot of the boats would go out and they could come inside the boat. This one boat, I told Dreyfus, I said, "We can't go on it because there's no place to stay." He said, "Well, sometimes it's the only boat out." So, I went and I bought some tarp and some ropes and we made a tent on top of the wheelhouse. So, there was four of us staying on top of the wheelhouse. When it went rained, we just put downside curtains on the tent. The crew had no place to eat, so they always ate out on the deck. So, we ate out on the deck with the crew. Then there was another time in the Gulf off Jacksonville, this old wooden boat started sinking. They had the engineer on there and it was his job to keep the boat from sinking. Well, he was standing on top of the wheelhouse. I said, "What's wrong?" The captain said, "Well, there's a packing box on the shaft back there. It's leaking. It's filling up." So, I went down there and the bottom of the boat, the water's coming. There's throwing water all over inside. There's no one in there. So, I took some old jeans and pants and towels and I jammed them with a wrench around the packing box and had them stop the engine. So, I was able to bring the boat around to the inter-coastal waterway. They ran it up on the beach there until the other boat came down and fixed the boat. Those days the old engineers and the old captains knew what to do, how to operate these old boats. I'm not sure if later on they knew what they were doing. [laughter]

JS: When you started supervising that Gulf operation, you'd travel from Fernandina all the way over to Cameron, I guess, to pick up the data and the catch records, that kind of stuff.

EL: They had Sabine Pass which they closed down later on. My job was when we tag the fish, put the magnets in the welding inside these conveyor belt chutes so it would pick. So, I had to do that all the way along the Gulf. That was something new for me. In the early days, it was hard to get a welder because the oil rigs had all these welders working for them. They had these big flatbed with all the welding machines on there. A couple times I told my supervisor, my North Carolina super, "We're going to have to pay these people more money." Well, they didn't want to do that. I said, "Well, then we don't have a program." So, there's several times I had to slip some guy $20 of my own money just to go in and weld in a chute. [laughter] A lot of times I had to provide these people money to do something for us because they wouldn't do it. They weren't going to pay for it in Beaufort.

JS: You or the samplers clean the magnets to recover the metal tags. But didn't you pay some of the workers in the scrap sheds to clean the magnets and retrieve the tags?

EL: We couldn't do it all the time. In North Carolina, they didn't want to pay anything. So, I just paid some of these guys. So, here on this side. Sometimes, I'm not sure they didn't mix the metal of the tags up in various chutes. I guess that's the only way we had to do it. [laughter]

JS: Did you recover the tags from all that ferrous metal that was collected on the magnet sifts through all that?

EL: I used to have a good collection of belts and chutes I'd bring home. I think I had them around this yard here for five years. I finally buried them someplace out here. We find fish that looks north. The fish would come down the chutes. In the old days, there was always a problem with bycatch. We'd see all the fish come down the chutes. We'd see some blue fish or what it was. There was not a lot of fish. To me, there was a lot of controversy with that. They were saying there was too much bycatch and there wasn't. One time we had counted. We counted them down. Then we had a few fish, the ones we'd bring home, blue fish or red fish or something.

JS: A lot of those companies that moved down to the Gulf Coast were originally from the Atlantic coast. I guess they discovered just an untapped resource on the Gulf. You knew a lot of the plant managers, I guess, that ran the factories.

EL: I knew them all. They'd give me data they wanted and work with me and go out and have a beer afterwards in [inaudible 00:18:49] or someplace in camp. No, I don't remember any of the guys' names. They're older than I am. Personally, I think, it would be fun with them. Even though I was a Yankee and most of these guys are North Carolina. So, I had some kind of getting BS. "Oh, I used to live in New Bern and went and sold a restaurant here and there. They knew." It was fun. All of them were good people, every one of them. Never had a problem, and the captain. The black crew was another group of people that was off to themselves. I had to learn to live with them and try to understand them which I did finally. [laughter] I had to slip a five spot once in a while with some of those guys to get information from them or data.

JS: Did you ever go up with the spotter pilots?

EL: Yes. The ones in North Carolina especially. Fernandina had this – I can't remember the pilot's name. Nancy would know his name. Very good friend of mine. We flew with him one time up to Jekyll Island back before they had tourists up there. They had a little restaurant up there. They had key lime pie. So, this spotter pilot's wife liked this pie. So, we'd fly up there and he'd land on the beach at an angle on the sand. It was crap a couple times. He'd put that thing in an angle and land like this on the [inaudible]. You see the Atlantic Ocean up here. You saw the sand dune. He's laying like that. He'd take off like that. We'd go to this little restaurant there. It had this key lime pie. It was a wonderful pie. Then I guess one of them had horses on them. I think it was Jekyll or [inaudible], they had horses in. He'd fly low over the horses. He just came on. you'd be spotting like that and [inaudible] because the spotter pilots are really good. Oh, I flew a lot with those guys. We fly down Fernandina or Jekyll Island or Newport or Jacksonville Beach. There are all the people out there and on the outside sand, I see all these sharks swimming around. [laughter] They never knew.

JS: So, back to the Gulf, did you work out of the Pascagoula Lab at all or – we had a laboratory there, right adjacent the factory.

EL: No. I went with Charlie and the only time I worked out laboratories was when I went on to Oregon, too. I took about two, three cruises out there to the Caribbean. I guess, the lab director let me do that because it was off season. So, I spent fourteen days. They fly me to Key West. This one time they flew me to St. Thomas from here. In the meantime, the guys are on the ship [laughter] because I guess they had to spend like 240 days on the ship. So, they're down. They go all the way down and I meet them on the ship. They're like, "Levi, is that you?" "Yes." "It took you six hours and it's taken us two weeks to get here." So, I worked on a ten-day cruise along the Gulf and all that. A friend of mine was Mike Russell who later died of prostate cancer. He was on the cruise ship, onboard, too. One trip would be long lining. The other trip we were putting traps. I was excited because I never seen all these wildlife [inaudible] on the bottom. They dropped the stuff in the [inaudible]. He said, "Don't touch any of that stuff." I picked up some, I think that's [inaudible]. Those [inaudible] never got out of my skin for the whole trip. They told me that. "[inaudible] this stuff. No, no, don't do that."

JS: One of those Caribbean trips you made, I don't know if it was for business or pleasure, but you found a larval or post larval menhaden. Was that right? It's like the only record of menhaden away from the coast in the Caribbean.

EL: I got into sailboat race by 1969 from out of south Florida with a lawyer friend of mine who did not do anything but sailing. We survived that night on the sailboat trip in the Grand Bahama which is the Jack Tar Hotel. He wanted me to sail the boat back with him. I said, "No. I'm not ever going to get on a boat with you." So, I stayed in Jack Tar for about three days. It's a big, big hotel and big swimming pool. They had some washing machines there and dryers in this one building. There was a chute that went down into the bay. I was walking by and I hear swoosh and it dumped all this phosphates into the bay. I see a little group of black step swimming in front of all the suds. Well, it was (smithi?). I didn't know what species it was. It still looked like a little menhaden back in that day. So, I went down to the water and I got thirty of them and I put them in something. I put them in a bottle of, I guess it was rum. I got a jar and it was rum. I came back and identified it as (smithi?). Prior to that, the only one ever identified menhaden

outside the Caribbean and United States earlier was some – earlier in Cuba, some scientists [inaudible]. So, I'm the only one that found the (smithi?). Anyway, when I wrote the paper, they deleted everything out of there. They deleted the Jack Tar Hotel. They deleted the soap suds.

JS: The rum, probably.

EL: Oh, yes, the rum. [laughter] I flew back the United States with my rum. Now you couldn't have done it. They would confiscate it from you.

JS: Some scientific material at the same time, my goodness. You must have had some experiences traversing the Gulf back and forth with some of those old government vehicles. They might not have had the interstates then. I guess you traveled Highway 90 a lot.

EL: Yes. When I first started, they gave me down here a 1968 Plymouth Slant-Six station wagon, old green one. In fact, the early days it was a Fish and Wildlife Service. Well, they never had air conditioning in. So, I'm sweating all the time. I call up the lab and I said, "Well, why don't we have air conditioning in these vehicles?" So, they sent one down and there was no air conditioning. They said, "Well, because someone's making a decision in DC about the south." So, I just spent $99, went down to Sears and I put a [inaudible] in my vehicle. I had my own money to make it comfortable. Then someone came down, and I know who it was, and saw that and said, "Well, you have to take that out of there." I said, "I'm not going to do it. Fire me. I'm not going to do it. You don't live down here. It's hot up in North Carolina, too." I think at that time they had him up there, but we didn't have him down here. I almost got fired because of that. [laughter]

JS: You did a similar thing, I think, in the [19]80s with an FM radio in the car. Didn't you –

EL: Oh, yes.

JS: – try to get a requisition from Maxine and someone called you on the carpet for an FM radio in the car.

EL: Well, I installed a radio and they didn't like that idea. Maxine, I love her. She was my favorite secretary, whoever she was. I always had static with her. But she was going to turn me in about that. I said, "Good, fire me. You can come down here." I was getting per diem so I could afford all this high price stuff. [laughter]

JS: So, a couple last questions, Eldon. I don't know if your tenure in Beaufort covered the era. But my understanding was back in Beaufort in the [19]60s and maybe into the [19]70s, that place was renowned for its practical jokes. A couple of people in particular on staff were just consummate practical jokers. Do you remember anything that went on or those kind of stories at the Beaufort Lab, that era?

EL: When I first started, I was right out of California, northern dude subdued and all that. I come out there and the people in the lab, most of them were from North. They were northern, Nick and [inaudible] all from the north. So, we'd be out to things to do and Nick would put some

kind of little bombing device firecracker next to the telephone.

JS: [laughter] This is Bill Nicholson, right? Yes.

EL: Bill Nicholson. You pick up the phone and pop. I said, "I guess this is the way they are out here." This was going on all the time and people are afraid to pick up their telephone. Then Nick or someone, Mayo, would go out there and they'd jack up someone's car. So, they'd pick the jack up to go home and –

JS: He'd put it on blocks.

EL: – put it on blocks. [laughter] Couldn't move their car. But there were other things. I can't name all of them. But they were joking all the time. [laughter]

JS: I guess you finally retired. It was mid-[19]90s or so, you –

EL: I retired in 1995 here at the laboratory.

JS: You had been based out of Pensacola Beach. There was an old Fish and Wildlife Service there.

EL: During the sailing days, it was a quarantine station, Sabine Island. It was a quarantine station for the ships that came in Pensacola for scarlet fever. So, they would come in there and they dumped their bowels off. So, they made an island out of it. Then they made a health station which the buildings are still there. I was stationed there for – we were building from 1970 to 1995. EPA took it over and messed the whole thing up. [laughter] I never did work for the EPA. I was accused of that. I said, "I would never do that." I was always proud I worked for National Marine Fisheries Service

JS: That wooden plank with biological station laboratory that you have, that was from –

EL: That's from here.

JS: – okay, the Sabine Pass.

EL: I have in this old thing, in fact, when I die – you can edit that out if you want that.

JS: Okay.

EL: When the National Marine Fisheries Service went from Bureau Commercial Fisheries to National Marine Fisheries, they start gutting stuff. One of that stuff was that old building. The one that you see hanging out the Marine lab. [laughter] It also had the Beaufort sign off the back of the Donna too. You want me to talk about the Donna. That was an excellent boat. It had twin Mercury engine in that thing. It would break down and you couldn't run with one engine. He would say, "Run with one engine." I say, "No. I can't do that." So, I wouldn't leave the dock. So, we wouldn't work.

JS: This was one of the research boats at Beaufort.

EL: Yes, the Donna, a twenty-eight-foot boat I had at the Marine there. So, what was neat about that boat when it ran, my crew of three – this is just side light. I lived on the beach with Nancy in a little cottage. My son was like two, three years old. We'd go out to Fernandina jetties out, working all day, ten, twelve hours. I'd come at night and I'd had the crew buzz the beach and I'd jump off into the surf swimming. Nancy would be there with Cougar beer. My son was there. I'd dive off the boat, swim in the beach. Some tourists are there and they say to my wife, Nancy, "What does your husband do?" "Oh, he's coming home from work." When a woman's eyes light up. You coming to work. Are you working? [laughter]

JS: One last question about a relic I know you had. It was a Stryker boat you had in your backyard. But that came from, I think you told me Dulac or maybe Morgan City. The Stryker went out and located the fish and directed the purse boats on how to set the net. But you had one of those little wooden rowboat.

EL: Yes. That's another thing. In the early days, the Stryker boat was like twelve, fourteen, but old heavy wooden boat with the oars on it. They dropped the boat off and they would have an oar, I guess. Then when the fish boats came in, they would point the oar off to where the fish was and then he'd pull the line out. I had one here in my backyard for many, many, many years. It finally rot away to nothing. That's really too bad because that's probably the only one. I brought it home in a U-Haul trailer out to Dulac [inaudible]. I told someone before about that and they said, "You can't do that either." I said, "Well, I went over my own trailer." You can't do that. Let me tell you one other thing if this is allowed. I'm in Fernandina. My job, like all various people's job, was to tag as many fishes as you can. So, I would have to go out and follow the boats out to Fernandina. There'd be days that would be too rough that you couldn't get out. So, the captain would say, "Don't come out here. It's too rough." Just a twenty-foot boat. So, one time I couldn't get out. I guess, it was about four days, five days. I turned in my time and fish. There was nothing that week. I go out on Monday and it was rough. I get a call that says, "You got to pick up Dr. Dreyfus at the airport." I said, "What?" "He was checking on you. He wanted to know why you wouldn't tag fish." Dr. Dreyfus was younger than I was. He was a fanatic. He would chew his nails so much that he'd bite them all around. So, I pick him up. I said, "What are you doing here?" He said, "I want to see why you're not tagging fish." I said, "I can't go out on the boat." So, we show up about 12:00 p.m. I get my crew. I say, "You want to go out? Let's go out." So, I get him on there. There's a whip antenna. We had X FM radio or whatever it was right to the middle boat up to the wheelhouse. It was like a twenty, thirty feet high telescope. So, we're out to the Fernandina jetties and there's Dr. Dreyfus and my crew. We're hitting the waves like this, coming into the – it gets worse and worse and worse. The boat's doing all this stuff. The crew says, "We got to go back." We can't turn this boat around. I say, "I don't give a shit. We're going to sink this boat if I have to." So, we go out . Dreyfus is banging his head against the roof. He banged a hole in the pole. We're out there. The waves get real really high. It's bang, bang, bang, bang, bang. The engines are out of the water. Finally, we look over and the whip antenna broke off. He says, "What's that?" I said, "That's the antenna." Of course he said, "Well maybe it's too rough out here." So, he almost broke the boat, turned the boat around and coming back, the way the waves are coming up over the boat, stirring the boat.

He's on the pole like this. I think he had two light jackets on. So, I never heard from him anymore. Then later on he committed suicide. Not because of me. [laughter]

JS: Any other stories you'd like to get for the record, Eldon? We've covered some territory. It's been delightful here out here on your backyard this morning.

EL: Go back to Fernandina, the first one up there. They had all these old wooden boats. They would come in with sideboards. Scallop boats would come in. Scallop boats would come in, just big piles of scallops.

JS: These would've been the offshore calico scallops.

EL: Calico?

JS: Yes.

EL: I thought, "What the hell's a calico?" I never heard scallop before. The boats would come in. We'd go down there and I'd say, "Hey, how about a –" and there'd be so much, he'd say, "Go get a bucket." I'd get a bucket, come back and they shovel – fill the scallop, this big bucket of scallops. He sat there and shuck those things out. Those days are all gone.

JS: The good old days.

EL: Yes.

JS: That factory closed in [19]86, I think, in Fernandina. It hung in there until [19]86. All right. Well, thank you, sir. Appreciate the time. Again, this is May 7th. Just had a pleasant morning out here on Levi's deck in Pensacola.

EL: I'm sorry we don't have a bloody Mary. [laughter] It's been an honor to work with you, Joe.

JS: Thank you.

EL: You're a good person to work with.

JS: Thank you, sir, for the interview.

EL: Yes. [laughter]

[end of transcript]