

NOAA Beaufort Lab Oral Histories
Doug Willis Oral History
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Interviewer: JWS – Joseph W. Smith
Transcriber: NCC

Joseph W. Smith: This is Joe Smith. We're at the Duke University Marine Lab. It's June 6th, 2022, about 10:30 a.m. We're here to interview Captain Doug Willis. He was, among other things, captain of the Beaufort Labs Research Vessel Onslow Bay for decades. Here also, the interviewers will be Doctors Don Hoss and Bud Cross, former directors at the lab, and Dr. Doug Vaughan and myself. So, I think Don will begin the questioning.

Don Hoss: This is Don Hoss. I think I was here when you came, but I would like to know how you got here. A little bit of background, I know you're local. The percentage of local people at the lab was never over 50 percent. I doubt if it was that high. But you're one of the good locals we had that knew the area. I'd like to know a little background and how you got to the lab.

Doug Willis: Well, it was through a friend of mine, Ken Harris, who was working over here as the fishery reporting specialist in Brunswick, Georgia. I knew Ken from the county, and I knew him at East Carolina. We had classes together, geology classes.

DH: Oh.

DW: I worked for Dr. Kramer. I was on financial aid at East Carolina. I worked for Dr. Kramer, head of the geology department at the time. Dr. Lowry was one of our professors that we became really – well, she was probably the only teacher I had that I could say that Ken and I were probably one of her favorites, and she showed it [laughter].

DH: [laughter]

DW: We used to go over her house all the time. But anyway, Kim was working in Brunswick, Georgia. I was down there working in Brunswick, Georgia. We'd both gotten out of school, ended up in Brunswick, Georgia. What's the chances? I was working on a dredge boat, putting up sand for 95. They were building. 95 was not even finished in Brunswick. They were just starting to sand up.

DH: What year was that roughly?

DW: That was [19]65. Somehow, I realized that wasn't what I wanted to do the rest of my life, take soil samples, and all that kind of stuff for a cutter head for dredge boating. So, I saw Ken over at the beach on a Saturday night. He said, "Doug, there's an opening over at the Beaufort Laboratory for a fish tiger up in Chesapeake Bay. But you'll be working at the lab." Well, in the meantime, I had filled out a 171 form. It was circulating all through, and I got this job offer in Durham to work for the EPA. I would be collecting filters off of commercial smoke sparks to see what kind of pollutant they're putting in the air and that sort of thing. The guy even called me up and said, "I've got an office for you, and we're getting the phone hooked up today." This had happened prior to Ken telling me. So, I came over here the next – well, Monday would be the next day – and talked to Dr. Dreyfus. Was it Dreyfus?

DH: Dreyfus.

DW: Yes.

DH: Dreyfus, yes.

JWS: Dr. Dreyfus, yes.

DW: Yes, Dr. Dreyfus and Bob Dreyfus. I came over and talked with him. He said, "Well, sounds like you're qualified. In fact, you're more than qualified." He said, "But I've got these three applications here. I've got to pick one of them. But I'll keep you in mind if something else comes open." So, I went on home thinking that. I was living with my father at the time. My mother had passed away. He said, "Well, how did it go?" I said, "Well, the interview went well. I really liked Dr. Dreyfus and all that. The work sounds right down my line working on boats." That's what I had done my whole life. I had already worked ten years on boats around here, all during the summer and head boats, party boats, all kind of boats, and even dredge boats and menhaden boats. So, he was really interested when I told him that I had worked on a menhaden boat because that's what I'd be working with. My uncle was a menhaden boat captain, Wiley Lewis. Worked for Harvey Smith up in Port Monmouth, New Jersey. I'd been up there at the plant. I worked on the boat. So, I went on home. A few days later, it wasn't long it didn't seem like, I got this notice for federal employment and to go have a physical for federal employment. So, I told dad, and I said, "Well, I've got this. I reckon I'm going to have to move to Durham." Which I didn't want to do. I had a couple of girlfriends up there. [laughter] But that was a good side. But I'd had to rent a place and money out. Anyway, I said, "I reckon I'll be moving to Durham." He was looking at it, and I walked in the other room. He walked in there, he said, "This isn't for a job in Durham. This is at the NOAA Fishery Lab." It wasn't NOAA then, Fish and Wildlife Service. Both were laboratories. I said, "Do what?" He said, "Yes."

DH: [laughter]

DW: So, I went right on and got my physical and came over here. The rest is history. I went to work over here. Of course, the first three or four days, you're filling out paperwork and all this getting on. Well, Pete Parker came in the office and said, "I need you down on the dock." I said, "Okay." So, I went down to the lab dock, the little blue crab boat, and the Point of Marsh was down there. Went down on the dock. He said, "I need you to stand by." He said, "I'm going to put these waders on and jump overboard. If I don't make it back up –

DH: [laughter]

DW: – you're to come in after me." I said, "Wait a minute."

JWS: [laughter]

DW: "What are you going to do?" He said, "Well, I'm going to put these waders on, and I want to jump overboard." So, I took my shoes off just in case. Took my billfold out of my pocket. I didn't want to have to jump overboard and took maybe a belt off or whatever to get ready. I said, "Pete, I'm not ready to go in the water." He said, "Well, you probably won't have to. But it might be a good idea." [laughter] This is it. That's it. After that encounter with Pete, I thought to myself, "I don't know, I've gotten into something over here [laughter] – that I – why would

anybody jump off of a perfectly good dock with waders on?" [laughter] However, you see it. So, we went up to Williams, Virginia on the Rappahannock. We were running a boat out of Windmill Point, Virginia. Windmill Point, Virginia, was owned by a friend of the family at one time, the land. Lloyd Hubbard was his name. His father was Dr. Hubbard. Lloyd was the mayor of White Stone. He knew all the menhaden fishermen. In fact, he got Uncle Wiley's crew every year. Just about all of them came from Virginia from the White Stone area, Rappahannock, and Weems and Kilmarnock and of course, the plants over in Reedville. As far as I know, there are still the only plants working, aren't they? Or they closed.

DH: It's the only one left on the East Coast, the old Zapata plant. Yes.

DW: So, we went up there that summer. It was the end of the summer. Glen Sakovich, Pete Parker, and myself running one of those big thunderbirds. The first night, the boats, the fish were leaving the Bay. So, they were working down toward the mine, down around Norfolk, working down around Little Creek. We tagged until dark and headed back up to the Rappahannock. Sakovich was running the boat. All of a sudden, we ran what I thought we had run ashore. Because I looked up and the only thing I could see, looked like tree trunks bombing. It was the lead on a pound net.

DH: Pound net, yes.

DW: He went right in the middle of that pound net. [laughter] That's the second time I thought I had gotten into something. I'm going to be killed up here on the Rappahannock. I'm going to be drowned up here. Anyway, we made it on by. I got a map of Chesapeake Bay Charter, and I started studying that. I said, "This isn't going to happen to Doug again. I'm going to know where I am. I don't care who's running the boat." We finished that fall out up there working in the Rappahannock. We came on back here during the fall fishery when they used to come here in the fall and fish. That was, let's see, Reva, Virginia, Cape Charles, Virginia. Remember that plant? Wildwood, New Jersey. Let me look at this. Port Monmouth, New Jersey, which is where my uncle worked out of. Promised Land, New York. Now I might be the only one that ever worked up there in that area. I don't know. You might know that.

JWS: Herb Prythrech probably before you. I think he made some mention of him going up there. Because his father was director and was friends with Harvey Smith.

DW: Yes. Gilbert was the plant manager. He was the nephew.

JWS: That was Gilbert's factory.

DW: Yes. I knew Gilbert. Anyway, that was the summer of [19]67 I worked in Virginia on the Rappahannock. In [19]68, we divided up. We had two crews up there, Kroger and Priestess and Willis and Parker and Sakovich. No, Sakovich that's not true. Sakovich was not up there that year. He was in Port Monmouth, New Jersey. That was in [19]68. Parker and I tagged that out of a pound net boat in Maryland borders. Of course, the big fishing boats couldn't fish in Maryland. They were outlawed. But they still would catch them. The pound netters would catch menhaden up there. They called them boat mines. All of them had those bugs filled in

their guilds.

JWS: Yes, the isopods. Joe Wheatley said there wasn't one that was born without one of those in its guild cavity.

DW: Yes. Then in [19]69, Diane and I got married on April 5th. About two weeks later, after our honeymoon along to Florida, I was sent up to New Jersey at Port Monmouth and New York. I tagged with a guy named Charlie, which was very interesting. He was captain of this pound net boat. He didn't own the boat, but the boat I recognized when I saw it. I said, "I've seen that boat somewhere before." He said, "You probably have." The Marlboro Man that used to advertise Marlboro cigarettes, he did a commercial on that boat, the one I worked on.

DH: [laughter]

JWS: No kidding.

DW: I cannot think of the name of that boat to save my life. But Charlie and I, we'd go out in Peconic Bay. I was a diver back then. I had my own diving equipment and all. I made some money on the side diving on the pound nets because if the line got a twist in it, it wouldn't come through the bottom. They had a hole in the bottom for the line to come through so they could pull the nets up and clean them out. They'd get caught like that. They needed somebody to go down. There was about 25 or 30 feet of water. It was deep. I learned a lot about fishing. The co-op up there, the good thing about it, he would call the co-op and see what the price of butterfish or whatever fish we were catching at the time. If the price was down, they didn't go fishing. They had them in the net waiting there at Fulton Market in New York. When the price would go up, we'd go fish the net. So, I never knew when we were going. He called me the night before and said, "We're going in the morning [laughter]. Be here at 5:00 a.m. or 5:30 a.m. But then when the menhaden fisheries started in [19]69 after school was out, I came and got Diane and took her up there. We had a little house on Southold beach. I don't know that the house was much bigger than this room. [laughter] Two people couldn't get in the kitchen. You couldn't open up the refrigerator door and the stove door at the same time. [laughter] They would hit each other. It was just wide enough for one person to get in there. There were little cottages called Southold Beach. It's really close to Long Island Sound on that side. But it's called Southold Beach. I've been told that's where Harvey Smith grew up. He was from Greenport area. Anyway, I would go onto fishing boats. There was the Southampton and the Northampton with the two-steel menhaden boats. Nice boats, steel, refrigerated. You never saw that you couldn't get down in the hole to sample the fish. Everything went through a tube down in the fish hole because they didn't like the odor up there for one thing. It was the worst year for me on a boat because we didn't catch anything. We'd go out sometimes just about all week long and maybe make one set and catch a handful of fish.

JWS: That's when the stock went down in the mid to late [19]60s, yes. Most of those factories north of Chesapeake Bay would close eventually.

DW: Yes. The one in Lewes, Delaware, that was hardest one that closed.

JWS: Otis Smith ran that one.

DW: In fact, I wrote a paper on it. It was incorporated with some other paper. I don't know. It's somewhere in here. Anyway, because I had to figure out how to tag menhaden by myself. What I did, I had a clipboard to go all the way across the top of the tagging box that it was set up there on it with my envelopes up there where I put the scales in them. Then I had a tagging board that I could put the fish in. I got a picture of it in here somewhere. I could tag him, throw him overboard, put the scales up in that, go on like that. It would have worked. It worked perfect. But the problem was we just didn't catch that many fish. But [19]69, I can remember we spent one night in Cape Cod Canal, not far from Jeff's house. Sandwich is the name of the little town. He knows exactly where it is. We were in Sandwich. That was the night that Kennedy ran off the Chappaquiddick and killed a girl that was in there with him.

JWS: Yes, Mary Kopechne.

DW: Yes. That was the night. Then the other thing that happened the summer of [19]69, we walked on the moon.

JWS: That's right, late in July.

DW: I can remember that. I would get on the boat on Sunday night, and Diane would come pick me up at the Promised Land plant, which you had to go across two ferries. You had to leave Greenport, go over to Shelter Island, and then go over to Montauk Point over that way to get up to the plant. I don't know how long it took us to go back and forth, but it was a long time. Because the plant if we had any fish at all, they had to process the fish off the boat before the boat moved over to Greenport. So, I'd get on it in Greenport and get off of it at the Promised Land. They'd come in generally on Thursday night. Diane will tell you it was the worst time she's ever had because she was there by herself. From Sunday night until Thursday, she was right there by herself. Now we did have our car up there. I had the government car. So, anyway, one Saturday I was sitting there in that little – no air condition. Of course, we didn't need it back then really at night. That close to the Long Island Sound, it was cool enough. You probably need it now up there, I'm sure. But anyway, I was sitting there with shorts on. Big Lincoln Continental came in the yard. I thought they were turning around. A lot of people who came in were on the way down. Then there's a cul-de-sac down there. You turn around to go back out, these little cabins all up and down in there. I told them I saw somebody turn around in the yard. All of a sudden, people got out. I looked, and there was Captain Irvin and Captain Morris Haney. I said, "What in the world? How did they know where I lived," to myself. Diane came up and said, "That's Eleanor and Rose." I said, "Who's Eleanor and Rose?" That was their wives. They had met Diane. She's the one that saved me up there [laughter] because Captain Irvin had already had a heart attack. The first night I went on the boat, he said, "Son, if you wake me up, you are off of here." I was scared if I had to go to the bathroom. It was too bad because I didn't move. Once I laid down that night [laughter] – I was there to stay [laughter]. They were the nicest once they knew that I was kin to Uncle Wiley. They knew Wiley. All those menhaden captains knew each other. They used to come down all the time. It turned out to be a good summer for me, not so good for Diane. But Rose and Eleanor would come by and pick Diane. They had a daughter, one of them did, that was a schoolteacher about the same age

as Diane. So, if they went shopping or went anywhere, they'd come and pick Diane up and take them with her. After that, it was a lot better knowing that she knew somebody up there. Diane thought New York was going to be like New York City. [laughter] The only thing she saw in New York City, which when we went over to Verrazzano-Narrows Bridge, and I point over right there to New York, and she wanted to go in there, some kind of band. But the people out there said, "Doug, you can get this train. It runs in there. But you better get this exact train that comes back out here." He said, "Some of these trains stop at Riverhead." Which is way down. She said, "Then you're in a mess." So, I never did take her in there.

Ford Cross: Let me ask you. I don't think that we have on record with any of the people we've talked to, the Menhaden Tagging Program. We don't have anybody. Could you give a summary of that program? Because it turned out to be a pretty important study in terms of understanding the population dynamics of menhaden.

DW: Right. Well, I think what I got out of the Menhaden Tagging Program, we put out a lot of tags. We put out a million tags.

FC: Oh, my gosh.

DW: But there's billions of fish. I don't know how many we would have the tag.

JWS: My recollection was it's the largest tagging project maybe ever in the world, with over a million fish tagged.

DH: Oh, my God.

JWS: We had pretty good return rates.

DW: Yes. They're distributed. The way I understand it, the peanuts and all are down in Florida, Fernandina Beach when Eldon worked down there, well, he could go out and tag three or four hundred fish, nothing fat. We had big, stripped dip nets, but the fish weren't that big. The problem with those little fish, they didn't have the oil like the big shed that I was taking. The ones I were taking, were good-sized fish. Those scoops on the bottom of them, my hands were torn up taking it.

JWS: So, you tagged mostly the adult fish. They were with the tags that were about an inch long and had five or six digits on the ferromagnetic tags. Did you have to recover those tags, Doug?

DW: Yes.

JWS: In the plant.

DW: In the plant.

JWS: Because they were made of ferrous metal, and they were magnets in the factory.

DW: I had to go to the plants. In fact, going and coming, that's how I got to Cape Charles and Wildwood, New Jersey, and of course Port Monmouth. Yes.

JWS: So, the commercial vessel would braille the fish. Then you'd take some fish and put them in a keep tank or something like that?

DW: Yes, I got a picture of one in here somewhere.

JWS: On board.

DW: On board.

JWS: Then tag them. Then overboard the tagged fish would go, yes.

DW: Yes.

FC: Let me add a little story to that, is that in the late [19]90s, Jeff Govoni and I were in D.C. on assignment up there. Well, we were in Silver Spring. On St. Patrick's Day, we went out and found an Irish restaurant. Went and sat down and had some Guinness. Pretty soon after a little while, I struck up a conversation with a guy next to me. He says, "Well, where are you from?" I told him. He says, "Well, you know Maxine Lynch?"

DW: Yes, really?

FC: I'm sitting up there in Silver Spring. He used to sell the tags to the lab. So, he dealt with her as a purchasing agent. I'll be darned if that wasn't something.

DW: Oh, wow.

Douglas Vaughan: You never know who you're going to run into.

FC: No.

JWS: She terrified vendors up and down the eastern seaboard.

DH: I was going to say I bet he'd done more.

[laughter]

DW: He'd take the sheets one time or requested Jim McClean, remember him, that used to work. Jim was down on the boat doing some work on the radar. I came out and said, "Jim, Maxine wants a discount on the work you do down here." He said, "Well, how much does she want?" I said, "Well, she wants to show that she's getting in the government." He said, "I'll give her any amount of discount she wants. But the price is going to be the same. I'm just going to go." [laughter] I said, "Well, let's make her happy."

[laughter]

FC: So, anyway, go ahead. But I wanted to interject that.

DW: Well, let's see. The Southampton and Northampton were fishing up there. That is a year that really stands out to me, the year we were in New York. It was different. I know I met a Captain Cox up there, and he wanted to know what we were doing. So, I got some information from the lab when I went back up there. I don't know. I used to get letters and stuff from him for several years. Charlie, we'd get Christmas cards back and forth. I always wanted to go back up. Port Monmouth was a pretty, little, tiny. It's very much like Beaufort, really down to earth. The first day I was up there, of course, I was already homesick. I was walking down to the waterfront and looked over there, and there was a fishing boat called the *Ms. Maxine* out of Broad Creek. It was Roger Jones's named after Maxine Valentine, who is Roger Jones's daughter that went to school before me.

JMS: I know her.

DW: Charles was my age, her older brother. I thought, "My God, there's a *Ms. Maxine* in Greenport.

DV: Isn't that something. I'll be darned.

DW: Fishermen are fishermen, I've come to conclusion. All of them dying. Sibley that worked on the organ too, he knew Uncle Wiley and all. He was made on there and ended up as captain because the captain was out so much. But anyway, I find all these fishermen, whether you're in New Orleans or New York, they're all the same.

DH: Well, when you were doing that, was Clarence Roberts the captain on our local boat?

DW: I can tell you a story about Clarence. Clarence and I went down to get the *Donna*. El and Levi were running a boat in Fernandina Beach. We went on the boat. I checked everything, flashlights, everything, kits, and all. We were bringing it up here to have it worked on in the wintertime. The fishery was over with. Eldon was still down there, Ellen and Nancy. Anyway, Clarence and I hit it back that night. We got about halfway between Brunswick, Georgia and Savannah, Georgia. Twin-engine Chrysler Marine, one of them just quit running, slowed right down, and quit. We finally got it started back up, and the other engine quit. I said, "I'll be damned." It was coming at nighttime. I finally figured out it had to be fuel. It was fuel. They had twin tanks on that boat, stupidest thing I ever seen. But they all went into one reservoir and pulled off of that. The *Onslow Bay* was completely separate. Her fuel tanks, the port tank did the port engine, and the starbury tank did the starbury. You don't want to rely on it. That takes away from having two engines. Because if you get tripes or something happens to the line, you lose both engines the way they had it rigged up. But anyway. We had to throw the anchor overboard. Neither engine would run. It got dark, and I went and got a flashlight. I thought I'd figured out what the problem was. It was a filter that went into the carburetor. These were gas engines, which I didn't like that either. You could smell gas. I don't like that on the boat built in.

But anyway, not a flashlight on there. The battery, they wouldn't work. One of them would just come on. You could see it come on, but you couldn't see anything with it. So, long story short, we spent the night in the ICW. Between Brunswick and Savannah at the time, there was nothing along there. Well, Clarence woke me up 2:00 a.m. or 3:00 a.m. sitting up. The bunks were taken out because of the extra fuel tanks down below. There was no place to lay down. But I was sitting up about like this off asleep. He woke me up. Of course, I just about had a fit. I thought, "My God, what's happened? Is the boat sinking or what?" He said, "We're drifting out the inlet." I said, "Clarence, how did you know that?" He said, "I can't see the shoreline anymore." Well, I got and looked. What had happened, the tide had changed. [laughter] The tide was this way. On the porch side of the boat, you could see the marsh right here. But when the tide changed and went around this way, he was looking at this, and he couldn't see.

JWS: He thought he'd drifted away.

DW: It scared me to death. I thought we had broken the anchor. Anyway, when daylight came, I figured out what the problem was. It was rock filters about this big around that went into the carburetor on both engines. I took those out and threw them right overboard. I said, "They aren't doing any good." We've got on in the Savannah that night and spent the night. I called Randy Cheek. I said, "Randy, we're in Savannah." I said, "We're getting ready to go to bed." He said, "Go to bed? It's not but 12:00 a.m." I said, "No, but we were up all night [laughter]." But yes. Then Donnie and I took the boat back down the next year, Donnie Dudley. Took it back to Fernandino.

JWS: I have the name plate to the *Donna*.

DW: Do you?

JWS: Eldon sent it to me out of the clear blue a couple of years ago.

DW: Really?

JWS: This is the *Donna*, Beaufort, North Carolina. Why he salvaged it, I don't know.

DH: When did you become boat captain here?

DW: I became boat captain here. I worked part-time with Donnie in 1970 on Point of Marsh. Then I got the *Donna*. I was captain of the *Donna* for a year or two. Then we got rid of the boat. We didn't keep it very long after I got it. I got Clarence and Willis here on about that trip that we made. Then in [19]71, Donnie Dudley and I took the *Donna* back down to Fernandino Beach. Then we had a big project coming up with a Point of Marsh called MARMAP and Walter Nelson. Remember Walter?

DH: Yes.

JWS: Yes.

DW: He was a nice guy. Walter and I got along really well together. Anyway, MARMAP. Well, the Point of Marsh was about the end of her career. She had seen some hard times. In fact, we had to put the hole underneath. The lazarette and the stern of the boat and all that had to be replanted. Donnie was the captain of Point of Marsh. I was the winchman. We used the BKG or something that showed the nets dropping down. We were fishing the whole water column. We were using bongo nets. The big one, the 60-centimeter bongos. We rigged up a way we could handle those. I did that quite a bit in [19]71. In [19]72 to [19]73, the *Onslow Bay*. We got the *Onslow Bay* in [19]72. It was built new. I got pictures of it being built. We really got the *Onslow Bay* for the MARMAP with Walter. Then that's when Gene started his program for the marshal fish tagging offshore groupers and snappers. So, Donnie didn't know anything about offshore fishing, and I did. I worked on a head boat with Cannie for several years. So, I started running the boat for Gene. Donnie would run the boat for Walter. Of course, I went with Donnie on the MARMAP because I was the winchman. Mayo, I can see him right now with the angle of the dangle. That's how we'd get it. Remember that when the cable, we'd put that thing up there [laughter]? Mayo story, one of the things I think when I think of Mayo, one day the Nancy bottles, they'd collect their water at different depths. Is that what they were called? Remember you sent a messenger down, and they would click. Well, there was one that wouldn't go off. It was rough. Mayo didn't feel really good. We had pulled it up the third or fourth time, and it still hadn't worked. I could tell Mayo was getting worse. Donnie texted me and said, "Come on in the cabin." So, we went in there. He put it down that last time, came up, and it still hadn't worked. He tore that thing off. [laughter] It had those surgical tubes that tied it. He snatched him off of there [laughter]. He was cursing. He threw a fit. Finally, we had to get rid of that bottle and put another bottle in there. We got it, but it was aggravating. But anyway, let's see, I got my captain's license in [19]72. I think I might have been the only one that had a Coast Guard license. I know Clarence didn't. I know Donnie didn't. Now they took a Coast Guard Alt Zero course that had rules of the road and stuff. There was a Doctor Quadro in Beaufort. Quadro did the Coast Guard exams. There were certain things the Coast Guard required. One of the things you'll never guess, to be a boat captain, you cannot be colorblind.

FC: You can't be what?

DW: Colorblind. You had to be able to distinguish between red and green lights and buoys. I never thought about that. But that's one of the things they checked you with to make sure that you weren't colorblind.

FC: I'll be damned.

DW: If you were colorblind, some people couldn't get their license.

FC: Geez.

JWS: I know that's true for pilots.

DW: Yes, pilots too. Oh, yes. I'm sure of that. Like for airports, the different color lights and stuff, yes. Diane's father was colorblind. So, [19]72, I got my license.

FC: Of course, the Huntsville Bay we purchased it with nothing but the bare wood.

DW: That's all it was. Was it fourteen thousand or something ridiculous like that?

FC: Something like that, yes.

DW: You can't buy a skiff. [laughter] No, really. So, that would take you up to about [19]77. I did mostly work on the *Onslow Bay*. Then in [19]78, we started a lot of travel with the *Onslow Bay*. We'd go to Southport and run out of there to take fish, Georgetown and Charleston. One of Gene's ideas that he came up with, we left out Georgetown on the *Onslow Bay*. That night, we went into Charleston. We had four cars at Georgetown and not a car in Charleston. [laughter] Everybody had come from here and there in different government cars. I said, "Geez." James Island, we were docking over at the state lab. So, anyway, going into Charleston just it's dusty dark. I looked, and I said, "Good, Lord." There were three and four lightning bolts coming down just like that from Mount Pleasant to the Battery in Charleston. Even over there on the Ashley River. It was the worst thunderstorm I'd ever seen. I came down, I unplugged stuff on the bridge of the boat. I said, "I'm not going in the middle of that. I'm going to stay out here by the sea buoy in Charleston." So, I came down. Luckily, I unplugged everything. Churchill Grimes and I were talking. We were like this. Lightning hit the boat, and it popped from my elbow to his elbow or from his elbow to mine. It smelled. I know you all know the old trains that when they would run, that odor they put out, the burning. That's what it smelled like. The whole cabin was full of that. I hollered, and Churchill hollered and obviously jumped. You could hear the pop. I thought I was home free. Come to find out, he had gone out through one of the batteries and changed the polarity. I had four of these big Surrrette batteries in there. It changed the polarity in one of the batteries, that electricity. It went out through the boat. It is lucky it didn't kill somebody. So, I tell people I've been hit by lightning [laughter], and it hurts. It does hurt. Oh, yes. Well, I couldn't straighten that arm out for about two or three weeks. Yes. Anyway, we got on in there and got tied up in James Island. We spent two or three days there. I went to see the administrator there for fuel which he had some big boats in there. The *Atlantic Sun* for one, which was a boat they caught right here by the Beaufort Bridge that was loaded down with drugs. But they didn't get – remember that?

FC: Yes.

DW: Donnie and I took that boat and took it over to an armory. It was about an 80- or 90-foot trawler. Some boys from around here got in trouble over that with that boat. But they had taken the marijuana off of it, but you could smell it in the haul. The oat and cans of paint and took paint and threw it all over the building, the custom office over here. They had a stake act on it. They knew the boat was tied up right here on the other side of the Beaufort Bridge. It was supposed to go into Charleston, they thought. But they lost it, and it came in here. They watched it for about three days, nobody came to it. So, they went aboard it, and they had already taken the marijuana off of it. Anyway, Donnie and I took the boat over to the armory. Anyway, it ended up down in Charleston, the *Atlantic Sun*, the state got it. They were using it at their facility. Anyway, I went into the administrator, and I said, "We're going to be running out here three or four days or so." I said, "Can we get some fuel?" Well, the Coast Guard would do that. I got a many a drop of fuel when I was traveling. I'd go to the Coast Guard docks. They never

turned me down. I'd had to sign. I got receipts and stuff from them I had to sign. Well, it's federal. Same money bought that [laughter]. It does. But anyway, he wouldn't know. He said, "No, I can't do that. I have to be accounting for every drop. So, we made some trips off of there. It was a place between Georgetown and Charleston. I don't know if you've ever heard of this, called The Devil's Hole. It's on my map.

JWS: I'm not familiar with that one. There was Porgies Park and the Georgetown Hole. That might have been it.

DW: That might have been it. We came in one time in Georgetown. We had triggerfish, which nobody ate at that time. 9 or 7, \$8 a pound or whatever, \$10. We had most of those. Well, we had sampled all of them. I called Bernie up just to see what his reaction would be. I said, "Bernie, we got a load of triggerfish. Can I sell them and use the money on the boat?" Well, the phone went dead.

DH: [laughter]

DW: Bernie passed out; I think.

JWS: [laughter]

DW: He came back, he said, "Hell no, you can't sell those fish. We'll all be put in jail."

JWS: [laughter]

DW: I said, "Well, let me ask you this, can I give them away? Just give them to people?" "Hell no, you can't do that because then you're competing with commercial fishermen." So, we fileted a bunch of them. But the next day, I remember that Churchill and Manooch were throwing them back overboard. Because we were aging them and set some and all that, and we threw them away. I don't know how many fish. I think you all haven't heard of the playmate out of Florida. Now, that might be good. I don't know the limitation they'd run out on the playmate. I better not talk about it. But they used to tie it up alongside it. They were commercial fishing. He's the one that showed me the numbers. The next day when I went out there, he was anchored up on the Devil's Hole at the end of it. We were live boat feeding. He told me, "Come right up to my stern." I put the boat. You could step from my boat over to his. I held her right there a minute. We had five Warsaw groupers that averaged around 50 to 60 pounds. They wouldn't even fit in the box. Now, that kill box was huge. Tom made it on the boat. You remember it, don't you?

FC: Yes.

DW: I don't know what it would hold. We put 200 or 300 pounds of ice in it. Then that was loaded down with fish. Well, we got in and Chuck Manooch the day before, all these filet knives we had for cutting up the fish, he said, "There's not a sharp knife on this boat. You can't cut anything with it." So, the next day on the way out and everything, I took all the knives out of the drawer. They had them up, and I was sharpening on the whetstone all day long, every one of them. The next day that we came in, and we were sampling fish. I looked. Here came Chuck

down the dock with his hand held down like this. I could look and see the blood streaming off.

[laughter]

JWS: Oh, geez.

DW: He came up to the stern of the boat. I was still up there on the bridge doing something. I said, "Chuck, I meant to tell you I sharpened those knives." [laughter] I'm not going to tell you what he said. [laughter] I asked him the other day at the get together in Castle. He said, "I just about cut my finger off."

JWS: [laughter]

DW: But let's see now. Also, in [19]78, Willis and Parker went on to Oregon too to Puerto Rico, St. Thomas. We worked out of there. We were working for the Caribbean Council. We were setting long lines off the Oregon too. Weirdest looking things I've ever seen. I was a watch leader one night, and we got in a school of reef sharks. I could look at them and tell. I asked Huntsman later, I said, "Can you identify sharks?" He said, "Yes, they're not but four kinds." I said, "What kind are they?" He said, "There's little, gray sharks and big, gray sharks, little, brown sharks and big, brown sharks." [laughter] But anyway, I was in a scrape. I was having to identify them in the Wit Lab there. I told somebody, I said, "I don't know what these things are. I know they're different. But tighten their rays and everything on the fins. He said that "You're in luck. There's a guy from Texas A&M. He's on another shift than you're on." We worked four hours and off eight. Four and eight is what we were doing. I went and got him up. He was a sharp man. He identified them. I forgot how many different, just reef sharks there is in the Caribbean, but there's a ton of them. But we catch winchmen with a little fish. They weren't but about that big. Great, big ice that were deep water. They were really deep-water fish. Queen snapper, have you ever seen a queen?

JWS: I've seen pictures.

DW: Yes. Well, we caught a bunch of those. Anyway, hurricane came up, and we had to go in. In fact, Shelby Drummond, I think was the one. He was at the lab down there. He called Captain Adams up and said, "I want you to go into San Juan. The Coast Guard's got room for you. Now, don't wait too late because once the storm gets closer, everybody's going to be looking for a place to tie up." So, we went in and spent the night there. Maybe most of the next day. It wasn't a hurricane, but it was close. It was a tropical storm. I don't remember the name. Then we got off the ship in Charlotte Amalie in St. Thomas. I went on probably three or four or two. That's when I changed over from a boat cabin to a fishery method and equipment spaces. That was at the Pascagoula layout. What was his name? George Randall sent me his job description. It's a series. It's under equipment specialists. I transferred from boat captaining officially. I'm still boat captaining, but it's because I was catching in the fishing site. I was doing that also, fishery method and equipment space. That's when Todd Stiles was here. You remember Todd?

JWS: Oh, yes. Oh, sure. Yes.

DW: He was great.

DH: Who?

DW: Todd Stiles. He took a course here to carve decoys. He was the pride. See, he carved this decoy, and he brought it over to the lab. Dallas was there. He brought it down on the boat. He was proud of it, you could tell. Dallas said, "That's the ugliest duck I've ever seen."

DH: [laughter]

DW: He said, "What in the heck is that thing?" A Scooby duck is what Dallas called it. He said, "It looks like a Scooby duck [laughter]." I think Todd took it. But the other thing I remember about Todd, we were tying up one day, and he was trying to throw a line on a poly. It wasn't that far away, maybe here to the corner. He was there throwing and throwing and throwing five or six times. Dallas was in the engine room doing something. He came up and saw it. He said, "I can't stand it any longer." He went out there. He said, "Give me that rope." Todd got out the way, and Dallas threw it. It went right around in the pile and just his pretty Z thing door. He tied the boat up. He looked at Todd. He said, "You must not have been present when they had line handling school [laughter]."

[laughter]

DW: So, Todd when he left the lab, he was captain of the *Chapman*. Remember the *Chapman* boat?

JWS: Yes.

DW: He called us and said, "I'm going to be at the port at 11:00 a.m. tomorrow. We're coming into the port to tie up." Dallas just happened to be there. I said, "Dallas, come on, go with me." I said, "Todd's over here at the port." Sure enough, the *Chapman*, it was one engine. They were trying to get it tied up at the port. He had made three or four passes and couldn't get tied up. He looked, and he saw Dallas looking at his pot. We're just shaking our heads [laughter]. He finally had to get a little tugboat or something to go right and put him to the dock. Now, Dallas didn't ever let him forget that either. [laughter] Then the last time I saw Todd was after I retired, a year or two. He called me. The *Oregon II* was over here at the port. He wanted me to get Dallas, but I couldn't get up with Dallas. But Glee and Fance went with me. We went over and had lunch with him at the port on *Oregon II*. They had wised up on *Oregon II*. They had put back thrusters on it, which helped. That boat was single screwed. They had two engines on one shaft. They had one shaft with two engines on it. So, when they were traveling, she'd make about twelve or fourteen knots with both engines running. But if she was on stations, just like picking up long lines, they'd cut one engine off and just run one engine because they were just when we were fishing,

DH: We spent about half a day trying to dock at Pensacola. We created a crowd on the dock.

DW: I know it's embarrassing [laughter].

DH: Yes.

DW: It helped a whole lot, the back thrusters, Todd said. That's where they put those on it.

DH: I'm sure it did.

DW: Is *Oregon II* still in operation. Did anybody know?

DH: I doubt it.

JWS: No.

DW: You don't think she is?

JWS: I don't think so.

DH: I tried to find out about two years ago, and I couldn't get any information.

DW: Duke's new vessel here, what is she doing? I see her going for a long period of time some time.

DH: It's red and all.

JWS: It's a catamaran. It was built out in Seattle. It's called the *Shear Water*.

DW: Yes, *Shear Water*.

JWS: I think I just met the captain a week ago. He told me they had 150 days chartered.

DW: That's good.

JWS: Now, where exactly? I think it was built to do some offshore work.

DW: Oh, yes.

JWS: But it's a step up from the *Susan Hudson*. Certainly, what they used to have.

DW: Well, who does taking students? I guess they have a smaller boat to go over to Shackleford and down to the Cape.

JWS: They have a big *Jones Brothers Bateau*, or one of those 24-foot barges that shuttles the students back and forth.

FC: Doug, another aspect that we're aware of your background is your family history in Carteret

County and what your predecessors used to do here. You summarize the history of your family here at Carteret County and what they were involved with?

DW: I can. John Williston is the first Willis to come in Carteret County. He came from the Boston area. I never knew that. It has just been researched. Near Boston is where they settled when they came from England. They were Willistons in England. Bob Guthrie had looked it up and said they were Northmen or Vikings. Williston is the heist of wheel, is what it stands for in England. I don't know if this is true or not. But he and Rodney Kemp are historians. You've probably heard of Rodney.

JWS: Oh, yes, I know Rodney.

DW: Yes, Rodney. Well, Bob Guthrie was with him all the time. Anyway, he's a relative of mine. Bob is.

JWS: Oh, Bobby is.

DW: Yes. John Willison was the first. Then he had sons like William. I'm off of Josephus Willis, who lived at Diamond City. He was a whaler. He whaled in May. In the fall and the spring when the right whales would migrate up and down the coast, they would kill whales. In fact, I have his whale gun at home. Anyway, they did that. But he was a commercial fisherman, is what he was too. Most of the year he was setting nets or whatever. He was also a lighthouse keeper at Cape Lookout at two different times. Yes, Josephus was. Now he had five sons. They all went wailing with him. They called him the Red Oar Crew. They rode this whale boat. Didn't use sails, they rode with oars. They'd wear what they called the oar locks back then. Thaw pins is what they called them. They were made out of lighter, less dense wood. So, they would wear out instead of the oars. The oars would last longer, 16-foot oar. All of them were his sons. So, it was the only whaling crew around here. Shore whalers they called them. That was all family. It was him and his five sons.

JWS: Did they launch through the surf?

DW: Yes, launched through the surf. They were credited to killing the Mayflower whale, which the skeleton is in the museum in Raleigh. That's the Mayflower whale. There was a plaque over there. Anyway, off of him was Martin Willis, who was my ancestor. He was my great granddaddy. My great-great was Josephus. Vannie was my granddaddy. Vannie B. they called him. He was named after President Van Buren, I believe, because it was about the same time. I think that's where his name – then Thurman was my father. They were all commercial fishermen. Now, daddy had an interesting – during World War II, he had the *Mice*, a big, shrimp trailer. The government, it was registered in the Clearing Heights. You know how they documented, I guess they call it. He was in the Coast Guard Off Zero Reserve. He was in the off-Coast Guard Reserve. They made him captain of the banks. They used it for submarine to look for German submarines offshore here. There were several of those boats. Well, the German submarine wouldn't waste a torpedo on a wooden charter to start with. A lot of those torpedoes were magnet. So, they were for steel ships where they got close enough to it. That's what he did during World War II. I have a plaque from the Coast Guard for the mines and for

him. He was also a harbor pilot bringing in ships in here. They finally figured out that these German submarines would lay off of Virginia, and there were big convoys that's leaving out of Norfolk. They'd be sitting ducks right there. The other place was Charleston where they'd go out and meet offshore. So, then they started spreading them out like here. There was a submarine net that went from the breakwater buoy down at the cape. The end of the breakwater buoy, a little over 7 miles out toward the southwest. That's where that barge rock is. That's the end of it. That barge is a barge they fill full of concrete and sank it for the end of that net. That was the tie down for that submarine net.

DH: It was 7-mile-long net?

DW: 7 miles from the breakwater buoy. The convoy, that's where if they had to go to the port, once they left the port, they would get in behind that submarine net. So, the German subs couldn't get in there to them. Or if they did, they'd be sitting ducks once they got in there. So, he did that during the war. Right after the war, he went down to McClellanville, South Carolina, and started shrimping in Bulls Bay. My Lord, they'd catch 3- and 4,000-pounds tub of white shrimp in the fall of year. Green tails they'd call them. The problem was they didn't have refrigerated trucks. They had to put them on ice. If the truck broke down, they would ship them up to a Fulton market in New York. That's where they would go. Now, my other grandfather in Beaufort, the Parkin. Johnny Slade Parkin was his name. Captain Jacks is what they called him. He was a little short fellow. All the Parkins were short. He came over here, and he worked on a sailboat out of Hull England for I don't know how long with a beverage you got. The beverage in packing ended up in Philadelphia. They got off the ship somehow. I don't know if they jumped ship or just said, "Boys, give me my pay. We're through." He ended up in Beaufort. What was his name? I can't think of it right this minute. But he ended up in Beaufort. The beverages are still in Beaufort. I think just about all the Parkins are dead. But my granddaddy ran a menhaden boat, the *Parkins*, out of Fernandino Beach, Florida for a while. I got pictures that had ice box down there. The ice man would come by every morning with blocks of ice, and you put them in the refrigerator. It wasn't a refrigerator. It was an ice box that you put your cold stuff in there.

DH: Are you saying Parkins?

DW: Parkin, P-A-R-K-I-N.

DV: That's the one that has sunk off Atlantic Beach?

DW: Yes. That was named after him and his brother. George was his brother. He was a menhaden boat captain. Jack Parkin, Captain Jack, my granddaddy, he died the same year I was born, [19]43. Then there was George Parkin. Steve can tell you all of that. In fact, he found that there was one that was called Buck Parkin, B-U-C-K, Buck Parkin. Steve Goodwin, he was writing about the menhaden fishermen. He called me up, and he said, "Well, that wasn't his name." I said, "No, they called him Uncle Buck is all I know." He'd find his grave out at the old cemetery in Beaufort. His name was George. It's on his grave site, George. Then in parentheses, Buck Parkin, yes.

DH: When I came here in [19]58, the captain who had just sort of gotten replaced by Clarence was a Parkin.

DW: He was a parking. He's kin to me, but I didn't know him. I didn't know. They were all just about gone by the time I –

DH: He would fill in for Clarence, I guess. They said you'll always be back by at least 4:30 p.m. because he's going to get to the liquor store.

DW: Oh, yes, before he closed.

DH: [laughter]

FC: What year did Willis get down from Boston? When did you get started in the county, your family?

DW: Well, let's see, John Williston, you can look him up in the Beaufort. He was here when the pirates tried to take over Beaufort. He was in the militia, and he was a sergeant. So, the assumption is that he had militia training up in Boston, because he certainly didn't get it here.

FC: [laughter]

DW: He came from Williston with his musket and stuff and became a sergeant and ran the parties out of Beaufort. Well, my cousin belongs to the Harbor Village Yacht Club, and they came for the party invasion every year that time. They dress up all his pirates and all that at my grandmother and granddaddy's house in Beaufort. It's still there. It's 1015 Ann Street. They were all there one night, all dressed up in their pirate uniform. One of them looked at me and said, "Well, you're not dressed up the part." I said, "No. My ancestor is the one that ran your sorry butts back to sea." [laughter] He looked at me. I said, "We're the reason why you all need to stay in Beaufort to start with." [laughter] Anyway, I've been here a long time. My family has.

FC: Yes. Well, hat that was before 1800.

DW: Yes. Blackbeard, when was he here?

FC: Early 1700, 1715, somewhere in that.

DW: Well, see, he was here then.

JWS: Oh, really?

DW: Yes, John Willison was. Now, the Parkins didn't come until a hundred years later. They were in early eighteen. They were from, like I say, Hull, England. The Willistons, and it is not Willis over there. If you're looking up the history, you got to look up Williston like Littleton.

JWS: Oh, Williston.

DW: Williston.

JWS: Like it is down east.

DW: Yes. That's what we were in England. But we shortened it to Willis like Littletons they shortened it to Little. Just dropped the ton off of it. People down here like to shorten things [laughter]. When they talk, they shortened a lot. But anyway.

JWS: Doug, could we circle back to *Onslow Bay* briefly? When I came into the lab in the mid-[19]80s, you were doing some really important stuff on the *Onslow Bay*. It was tagging king mackerel. There was a lot of controversy between king mackerel and the forage species and menhaden at the time. My recollection was that the king mackerel stocks weren't well defined at that point.

DW: That's right.

JWS: You tagged a heck of a lot of king mackerel over a couple of years. Bud was director at the time.

DW: Bud and Pat Reeves.

DV: Reeves.

JWS: Reeves.

DW: You on a Saturday, we went out. Remember that day? I said I wanted to do good because Bud was on the boat, and we hadn't caught a darn thing.

DV: [laughter]

DW: We ended up tagging close to fifty. Well, forty-nine.

DV: Forty-nine fish we tagged that day, yes.

DW: Then right after that, I finally realized what I was doing wrong. See, people think pelagic fishing particularly, not commercial fishing but pelagic fishing, they're everywhere. Well, they're not. The kings when they're in big schools right here in this room, you could take two hundred fish that you got in them. We could of course have tagged a lot more, but we were only using two lines. Well after that, Dale Ward, remember when the state, Dale and I got and his supervisor, a girl. Todd Stiles was in on that when we were tagging Spanish, and we were catching Spanish and kings both. We several times tagged right at a hundred. That's tagging with two lines, that's doing good.

DV: That is.

DW: Because once you lose them, that's it. But we tagged quite a few. In fact, I got a reputation on the waterfront over there that I was the king mackerel on Facebook, because I'd call in. Now, of course you couldn't believe that Craig on the radio. Terrell would say, "Yes, I got a hundred." You'd go down to the boat, and he might have tweens.

[laughter]

DV: Yes, I remember one tagging trip.

DW: Yes.

DV: [laughter]

DW: Pat Reeves, me and you went out that day. Pat came on the bridge. She says, "I think Doug doesn't feel good." I said, "What makes you think so?" She said, "Well, he looks yellow." [laughter] I said, "Yes, he's probably sick." I said, "But he'll be all right. He'll get over that." Well, she came back up a while later and said, "He's thrown up." I said, "What color is he?" She said, "Well, he's turned green. A little bit on the green side or something like that." [laughter] I said, "Well, that's getting worse." Then came back up and I said, "Where's Doug?" She said, "He's laying down, and he's finally in the bed." I said, "What color is he?" She said, "He looks grey to me." I said, "That's bad. We're going in. Getting a line." [laughter] So, we got in the dock. Doug gets off the boat. He's out there on the dock. Next thing I knew he's down on all fours on the dock. [laughter] Right down like this on the dock, Pat says, "What's he doing?" I said, "Well, if this meth thing doesn't work out [laughter], he could always be a docking spit." [laughter] "I don't know what he's doing."

DV: Well, with that macro tagging, it was always nice if we'd had guests.

DW: Yes.

DV: We would take them fishing. We would tag the fish and then get to catch them. Remember that time that guy Ernie Carl? He was head of environment above the fish green fisheries.

DW: Yes.

DV: He ran up from Wilmington with his wife and his boat for a meeting here at the lab. He went out fishing. He and his wife with you. Talk about that time you wanted to take a drink out of your –

DW: Oh, Lord. That's right. I had a cup up on the bridge with tea or water or something in it to drink. I picked it up to take a drink. I got it here, and I smelled it. She had thrown up in that cup. [laughter] I just about drank it. I'd have been sick as a dog. We'd all have been sick because I'd have been sick. But, yes, that was bad. Good thing I smelled it. I got it about right here, "That don't spell right."

JWS: Doug, how about the tiger shark story? The scene is you've got some divers down on some live bottom, maybe the 210 Rock.

DW: 210 Rock is where we were.

JWS: Someone on board with you decides to fish for maybe king mackerel. I know who the person was, John Devon, I think.

DW: Right, it was him. Well, John said, "I got one on." The rod was bent right over. I said, "Okay, all right." He finally got the thing in the boat. Now, the stage is divers were in the water on their way up from the bottom time wise. So, they're on their way up. We got the thing to the boat. It was a tiger shark about as long as this table, biggest thing. John said, "Get the gaff."

JWS: [laughter]

DW: Me in a rush, here I come down the steps to get the gaff. I said, "Wait a minute. We're not going to gaff here. Number one, he's going to snatch the gaff out of my hand. You don't want him made. We got divers right down here." That's when we had that float offshore, I could tie up to. That drove that crowd on the waterfront Little George nuts. These bigger orange floats, we had three of those. They were only about 15 feet down, 20. I had a little quarter inch line with a little quart on it about that big a line to the surface. I'd get a hold of that and pull that in. Then I had a three-quarter inch nylon line with a loop on it. You could bring it up and hook it right on by of the boat on the cleat. We were right there on station. But there's something I found out. There was a lot I found out that I didn't know offshore here. Well, it works in both sides too. The divers would go down and about 20 feet. They'd feel this thermocline where the temperature would change. Well, I knew about that. I knew we had thermocline. But what I didn't realize at first, the water might run completely different in the bottom than it does the water on top. We ran into that. I would tell Pete to go overboard from the float. I said, "Now, Pete, the station you want to go right down the line and keep right on going that same direction, and you'll come right to our station." Well, it wouldn't. The line would go like this. Then it would go back this way with the current. So, it was this way and that way. Well, I'd look, and Pete would be going away from the station. I said, "What?" He was in the UDT in the Navy, I said he'd have blown up his own boat with explosives. [laughter] The boy, he can't follow a direction. Well, Pete did exactly what I told him to. It was me. I didn't realize that the current was going in the opposite direction on the bottom. I'll tell you something else, right in front of my height up the bugeye, there's a day marker right there with a light on it, two-and-a-half-second light. Anyway, I can look up there with binoculars, and the tide is coming in on the surface. You can see it running around. But on the shore, it's falling. I said, "How can that be?" Well, the only explanation is it's running out on the bottom and coming in on top. It's not all the way I thought.

JWS: But it's homogenous. The whole thing would go through this. Yes, that's what I said.

DW: Now, in the bay of funding it does that because the topography up there in Maine. I've been up there. When it comes in, it comes in all at one shoot but not down here.

JWS: Interesting.

DW: It is. Just about the time I learned a little something, you're too old to go anymore. Don't that work out. I know a lot more now than I did when I started. But I'm not physically able after I hurt my knee that time on the boat and had a surgery on it. It was never the same. I couldn't jump on and off the boat. I had to build that ramp to get down onto *Onslow Bay*. There's no way I could. Can we take a break?

JWS: We could take a break, or we could wrap it up. Whatever you want to do. Whatever your pleasure is.

DW: I got some pictures that you all might want to look at.

DH: We can do that. Let's take a break.

JWS: We're going to break now about quarter to 12:00 p.m.

[end of transcript]