

Interview Log

Interviewee: Kevin Wallace

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Interviewer: Shelly Drummond

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Comments:

BEGIN SIDE A

S.D.: Okay. This is Shelly Drummond with Kevin Wallace. We're at the Chesapeake Bay Maritime Museum. He's been working on Ed Farley's boat, the H.M. Krentz, this week, and today is the 29th of March 2002. All right. So you were born in Deal Island?

K.W.: Yes, that's correct.

S.D.: Tell me a little bit about the town that you grew up in.

K.W.: Deal Island, it's a very small place. It's in the like the south and western part of Somerset County. I believe that's right, yeah. And it's a very, very small place. Not many people in the population, about oh maybe 1,500 to a couple thousand. And very slow. Everybody knows everybody. Most of the families grew up together. Everybody pretty much went to school together. And it's one cross -- to the island by way of bridge. I believe there was a ferry some years ago, but now we've got a nice big upgraded bridge. It used to be a wooden bridge, so it's been upgraded some. And it just was a very pleasant place to grow up. And I loved it. In fact, if I had it to do over again, I wouldn't choose another place to grow up. It was nice.

S.D.: And when you grew up, your father was a skipjack captain.

K.W.: Yes, he was, among other things. He was -- my father was like a jack of all trades. Anything that he wanted done or needed done, he would pretty much do himself. If he didn't know how to do it, he would buy the book and read up on it and then become a first-hand genius. But he was a boat carpenter as well as a life-long waterman. And he did a lot of other things. He drove a school bus and worked on the roads, paving roads, all sorts of stuff. But the water was his one and true love. That's what he did the majority of his time.

S.D.: What got him involved as a waterman?

K.W.: Well my granddad, we came from -- our family tradition's pretty much of the water, between carpentry and water. And my granddad was a boat carpenter as well. And my dad, just as I did with him, liked to follow his dad into doing different things. So like I said, once it seems like if you're born and raised around the water and you truly like the water, it'll follow you throughout all your life. It just haunts you and brings you back. Because he had moved away from the city and had various jobs away from where we, you know, from Deal Island. But he always came back to the water 'cause that's what he loved to do, just as I do.

S.D.: How did he buy his first boat, or did he build it?

K.W.: No, he bought his first boat, and actually, that's a story within itself. Because originally, my father dredged boats for, at least to my recollection, two other people that he, he didn't own the boats, but he worked them for different people because he, as a young waterman, you know, they saw the ability and his skills. So, you know, they asked him to come on board with them, and he would work their different boats. Well, actually, it was about three. But his first love for the skipjack as far as purchasing one was one by the name of Ida Mae. But the owner would never sell, and that's the one that he worked for like 15 years prior to getting his own. And then he had another opportunity, skipjack by the name of Stanley Norman. But then we couldn't get the money together in time. And then his third or final opportunity was a skipjack called the Claude Summers, and it actually belonged to a guy by the name of Jack Parkinson. And he was in the process of

buying another skipjack, and he wanted to sell his old one. So my dad purchased it from him, and it wasn't in -- it was more in the price range that we could afford. We were a poor family, of course. So it was in the price range that we could afford, and we managed to come up with the money, but the boat wasn't in the best of shape. It required a lot of work. And my dad, being a boat carpenter, he, you know, put some work into it that first, during that summer, he pulled the stern out of it and pointed the bottom, you know, toward the rear, and did what he could. But then the seasons came up and then it was time to go to work. So he hurried up and got overboard and worked that season. So he eventually got his hands on one, and it turned out, really, to be disastrous. That's actually what happened.

S.D.: So he only worked the one season?

K.W.: Only the one season, in his own boat. But he dredged boats for, I'd say probably about a good 30 years for other people.

S.D.: Did you work with him on the --

K.W.: I did, but when that happened, that happened back in '77, and I was only 15 years old, so I was still in school, but there were times, holidays would come up, and throughout the years, I -- actually, when I first went on the skipjack, I was probably about six or seven years old, but it didn't belong to my dad. And so throughout the years, I've always came up on the holidays and when we were in school and worked with him and just jumped right in there just like I was one of the crew. I wasn't. The year that he did buy his own boat, I did work as a crew member one time. I remember that day. So, yeah, I did get the opportunity to do that.

S.D.: Tell me about that day.

K.W.: It was -- we were down in Deal Island, of course, and it was -- it was the first season that he had his boat, and we were working off of a place called Hange's Point. And that's right out -- if you've ever been out Deal Island, you can look right off the bridge and see, you know, right where the beacons are and stuff, and Hange's Point is right there. And it was sort of a, maybe a mild day, but a mid-range day as far as the wind goes. It was about 15 and a little gusty. And so we were working under sails, and I -- we were short a man, which is the reason why I got to go. So when I was, I got to work my own quarter and everything. And I think that day we -- oysters at that time were starting to decline, unfortunately. That's when the MSX and all the other diseases started coming about. But we did pretty good. It was under sails, and he was trying to, you know, getting used to the boat for the first time, although he had dredged many other boats, but this particular boat, you know, like I said, it was -- mechanics worked pretty good, but the haul and things needed a lot of work. So it was taking on some water, at times, and we had to stop and do small -- some things. But it was fun. It turned out to be a fun day for me, actually. I think we caught mainly like 40-some bushels or something like that. But it was pretty much fun.

S.D.: What was the weather like?

K.W.: It was kind of -- I remember it was a cloudy day and the wind was blowing, like I said, about 15 and gusty. The temperature was right about, let me see what time of year was this. This was maybe in -- was probably in, it had to be in December because right after or right around Christmas, it froze up that year, and it froze up for weeks, actually, about six or seven weeks that year. So it had to be right before Christmas. It was

probably right after the Thanksgiving holiday, maybe mid-December or something. So it wasn't cold and blustery, but it was a cloudy sort of a semi-windy day. Nice.

S.D.: And were you the only family member on the crew that day or --

K.W.: That particular day, I -- well, no, because my dad always kept, you had -- my dad always worked family members. I guess they were easier to come by, and you know, a lot of other guys -- a lot of other guys worked up here, but he worked down there this particular year. So we had -- there was, let me see, the whole -- it was pretty much the same crew except for maybe one or two guys, two guys that I remember. One by the name of John Horsey who drowned off of one of these skipjacks right in the Choptank, actually. He wasn't a relative, per se, but my aunt and uncle raised him, so we called him like a cousin anyway. He usually worked with my dad. He was on there that day. And then we had Alonzo Wallace, Junior. He was usually one of my dad's crew members, and he was a nephew, but he wasn't on there that day. So I was, and I recall it being -- I believe my brother was on there that day too if I'm not mistaken. My memory kind of is not serving me right at the moment. I'm getting a little bit nervous and all, but it was pretty much family, it's always been pretty much family. There was two guys that I recall that when my dad had that boat that weren't family members. And one of them, well actually both of them -- no, just one of them was on there at the time when the boat sank.

S.D.: Do you want to talk about that day?

K.W.: Well, yeah. Sure. It was March the 3rd. As a matter of fact, unfortunately, it's an anniversary. We don't call it an anniversary, but it happened on March the 3rd. And I was in the 10th grade of junior high school. And I remember the day pretty good. They weren't predicting any type of storm like that, so this was pretty much a freak thing that just came up and happened. And if they were predicting a storm, then it was anticipated that it would be much later that evening. So I was, actually, supposed to go. And my brother came home. He was in the Navy, by the way, he had been in the Navy like going on seven years. And he had just came from overseas, Africa to be exact, he was stationed in Africa. And he came home on a surprise leave and just popped in. As a matter of fact, that night before, we didn't even know he was home until he came that night before. And, naturally, he, like myself, liked to tag along, you know, behind dad. So he came home, you know, as a surprise, and ended up going out with my dad. And the fact that he came home, my dad had promised me all week that I could go out with him. And then the fact that he came home, well that gave him the other man that he could've used. So I remember getting up that morning, and we rolled up to Salisbury. I don't know if you're familiar with Salisbury, but that's where my uncle and my cousin were staying, my dad's nephew. And so we went to pick them up about, we got up about 4:00 that morning, and rode, this is about 30 miles from Deal's Island, to pick them up. So I'm still thinking that I'm going. Anyway, on the way back, we came back to the house, and everybody got into different cars and we drove down to the dock. And so where everybody's hustling and bustling around the deck, you know, getting the boat down and everything, and down cooking breakfast, getting everything ready to get underway. Well just as my dad was firing up all the engines, you know, and he'd always fire up the engines at the dock to make sure everything's right and, of course, the yawl boat, just as he was doing that, my dad looks at me and says well, Kevin, he says, I think you better go ahead and take the car

home. I didn't even have a driver's license. But, you know, down there, it didn't really matter. I was driving.

So he says I guess you better go ahead and take the car home. And I noticed nobody else was getting off the boat. So I said well if I take the car home, then who's going to come get me? He said well, I think you better sit this one out today. He said, you know, we had a nickname for my brother. His name was Gerald, but we called him Icky. It's a funny name, word name. But we called him Icky. So he said I got Icky now, so he said you just go ahead onto school because I don't want you to miss a lot of school days anyway. And at that time, I started, I was -- I called myself a man, but I kind of started tearing up, you know, 'cause I really wanted to go. I'd been counting on this. So anyway, I swallowed my pride and swallowed on down. I went on and took the car home. But I remember that day as my dad was getting ready to go over, you know, the last words he says to me, you know, was you know it'll be all right. You can go another time, you know, there'll be another time. And so that's the last words I remember him saying to me. So I sat there in the car and waited, of course, till they shoved off and shoved on out the harbor. So I went home. And by this time, I was kind of late getting ready for school, but I went on and got ready to go anyway. And about 10:30 that morning, I was sitting up in, I think it must've been like my third period class, maybe going on 11, and all the sudden this big flaw hit, it hit the building so hard it kind of shook the windows like. And I said, man. I said, boy, you know, the storm just came out of nowhere and it started pouring down raining all the sudden, which the rain didn't last very long. But the wind just kind of, just kind of big squall. Just, vroom. Just rocked the whole, it felt to me like the whole school.

So the first thing I thought was, boy, I sure hope dad is in, you know, at this time. And anyway, the day went on. We ended up getting out of school early because it ended up flooding and they let school out a little bit early. So as we were coming -- and the wind stayed up. But the wind, it only gusted up to -- I think they recorded it to like 65, 70 mile gusts that day. But the gusts weren't, they weren't regular. They were just every now and then. It might've been blowing maybe consistently at that time about 20 or 25. But anyway, by the time I got out of school, it had moderated quite a bit. And, you know, it probably wasn't that big a deal at that time. But as we were coming across the bridge, I noticed that my dad's boat wasn't in. So the first thing I said was, man, I said maybe he got blew into another port, you know. Because there's Wenona right down below us, and then you got a couple other ports, Dane's Quarter and Manai, all sorts of different places that he may have went. And then I got to thinking well, with the wind direction that it was, he couldn't have went into another port in that area. It would've have to have been across the sound, the Tangier Sound somewhere. So anyway, I went home, and there's my mom, and she's all concerned and worried at this time, but she's trying not to show it because I got a little sister. So she said well let's just get in the car and drive around to see. She said let's not, you know, start panicking yet. So we did. We jumped in the car, and we rolled to this place, to -- we rolled to Wenona, we rolled to Dane's Quarter, we rolled to Manai and, you know, just all the harbors that are right around the area, but we didn't see anybody, and we didn't see any signs of them. So at that point, we started

getting worried. Because like I said, the winds had pretty much moderated. But I mean it was late, and that time of day he would have been in anyway at that point in time. So we knew something was wrong at that time.

And then just so happened, one of the other watermen from down there, I remember his name was Isaac Tilghman, he came up and he had a CB radio, and he was talking to this tug boat that was coming down through Hooper's Strait, which is between the Tangier Sound and the Chesapeake Bay, and he was -- he was talking to this guy on this tug boat, and he was reporting that he could see the boat, and that he could see the men on deck, and that everything looked pretty good, you know, which I mean everybody looked like they were safe, which at that point in time was probably true. But as -- I think as the night progressed later on, you know, we don't know what happened. I mean nobody -- you can only surmise actually what happened. And that's really as far as I can go in detail. We just know that the tug boat reported him doing well at that time. And then later on that night, about 11:00 that night -- well, right around that time, it started getting dark. So after it started getting dark, naturally everybody, we started getting some things done about somebody sending out a search party or some kind of rescue party or something, somebody trying to go get them.

So anyway, they did, and they went and they searched, and nobody found them. It was dark. Well right around about 11:00 that night, they called, they got back in touch with us and said that they had found the boat, but they didn't find -- there was nobody on the boat when they found it. And that actually, I believe they said when they found it, the boat was capsized. So the only thing that we think could've happened was because one of the crew members, the guy by the name of Tommy -- he was my cousin, I can't even think of his name. Thomas James was his name. The only thing that, the only conclusion that we feel might've happened was that -- because Thomas James was, he was the only one that wasn't found around the boat, the rest of the bodies -- he was found floating more toward the mouth of the Tangier Sound, which is toward Deal's Island, and he had a life jacket on. So he was the only one that had a life jacket on. And he was the only one that was found away from the boat. The others were found -- they weren't found that night, but early that next morning or sometime between the time that they reported finding the boat but no bodies, they were found some time between then and about 6:30, 7:00, you know, daybreak the next morning when they reported finding them all clinging to the mast of the boat. So the only thing that we can think happened is that Thomas must've gotten overboard, and the boat probably, through the storm, probably loosened up some boards, maybe even the centerboard or something, and it probably started taking on water at some point in the night. And my dad, once he got overboard, because the wheel was found in a Becket, so he must've been up in the deck. That's a piece of rope that you tie from the wheel to the steering rudder to hold the boat in one position. So that meant, that indicated that he was away from his wheel and up in the deck. And maybe possibly trying to save or help save Thomas or get him back on the boat or something.

And so I said that to -- that, you know, indicated that he wasn't at his wheel, and we think what might've happened was a sea might've came, another gust of wind, and might've

caused the boat to capsize which got them all overboard, being in the same area like they were, and the temperature, the water temperature then was probably about 35 degrees, so you weren't going to be overboard too long before hypothermia. And they were probably already cold and wet and very weak, you know. So they weren't going to be over too long before it really start taking its toll on them. And that, really that's pretty much as far as I can go with it because like I said, the others would just be guessing. And we did have autopsies done, and the autopsies said that they all died from exposure, except Tommy, who had more of a water content in him, so they think he died from drowning. So that's what we think happened. They were probably trying to get him back aboard the boat and, you know, all the sudden moves, all the sudden, and him being away from the wheel, and the boat probably had water in it, and we think that it just capsized, and then they all got in trouble, you know.

Oh, I did -- I'm sorry, I did -- there's an event. There was a guy that reported having them under tow at one time, and this was probably about 11:00 when the wind was blowing the strongest. He reported having them under tow, and the -- it was so rough and the wind was blowing, trying to get into Deal Island, it was blowing right in their face, that the line snapped like two or three times, and he kept trying to get back around to them, which he did a couple times, but then his transmission in his boat started giving him trouble. And he said he got them up to like a mile outside of Deal Island. I mean that's real close because I've been there, and I mean it's like you can reach out and touch it. And that the final time that the line broke, he said my dad told him just to go ahead, that he would be all right. And at that time, the wind was blowing so hard that when my dad brought the boat about, the whole boat just came up and he could see half of the bottom of the boat. But he's actually the last one that reported, you know, talking with them or anything. So it seemed like everything was just against them, and that they -- and, you know, sometimes I feel like there was something somebody could've done. But, you know, it really wasn't. It was just their time. It was tragic, it was hard, but you know, we got through it. I still think about it from time to time. I think about him, I think about my brother and my family, but you know, as life goes on, you just -- you never get used to it, but you just learn to deal with it, you know, so -- I miss them to this day because my dad was trying to start a business, a seafood business. And he already had workboats. He had two of those. He had a crabbing dingy and he had another boat that he was working on on dry dock which was a much bigger boat than the crabbing dingy. But this skipjack was the first part of his working toward the seafood business. So I pretty much grew up following him. You know, I remember -- most of my time with him as far as work was spent on the crab scrape boat. We used to do a lot of that together.

S.D.: How about your grandfather? What kind of a boat did he sail?

K.W.: Oh, my grandfather passed away long before I was born. But they all were into the bugeyes, and the schooners. Just like -- there's only one of those around now, and that's Wadey's boat. His boat is an old schooner, but that's where -- they were two-masted boats. And you got a couple of them at the museum there, but that's what my grandfather mostly did. And back in those days, even your crabbing boats, your scraping boats were done all under sail. So you have much smaller crab boats that were, you know, sailboats and all. But I don't remember him at all. I was born when he died, but he was an old man

then, and I think I was like two, maybe three years old when he died. So I don't know much at all about him other than the fact that he was a boat carpenter and a waterman.

S.D.: Are there any boats around that you know of that he made?

K.W.: My -- no, he never built any boats. When I say a boat carpenter, I mean like as far as repairing them and all. If they ever built any boats, they were probably like small skiffs or something like that. I had an uncle that built one. (Laughter.) But it was such a crafty old -- it was a pleasure boat, and he built it out of plywood, and it was an ugly thing, I tell you. The only reason I even talk about it is because it was so funny, it was so ugly. (Laughter.) But, no, I don't recall any boats that they actually built, but they just did a lot of repair work to a lot of them.

S.D.: Tell me about -- you said that you went on your first boat, skipjack, when you were six.

K.W.: Uh-huh (Affirmative).

S.D.: Do you remember that day, or a story about it?

K.W.: I don't remember the particular day, but we used to -- my dad used to work a boat, like I said, called the Ida Mae, and he worked it for a man by the name of Albert Gladden was his name. So years ago, and you probably got some stuff over there at the museum about Chesapeake Appreciation Days. Well we used to sail up every year to those skipjack, windjammer races they called them. And we would usually leave home about five or six in the evening, you know. It was usually right around -- matter of fact, it was always Halloween night because I recall as the years went by and I got older and we were still doing it, they used to have a big dance at home, and I used to be torn between going to the dance or sailing up on the boat, which has always been a big part, and I loved doing it. So I always used to choose sailing up. But I was about six or seven years old when my dad started doing that, and that was probably one of the reasons that caused me to be on the skipjack to begin with was probably sailing up for the event. We would leave like five or six in the evening, and it was usually a 9 or 10-hour sail, so we'd get there like 4 or 5 in the morning, you know. And they'd have their meetings and stuff, the watermen would and, you know, about 7 or 8, everybody would shove out up to the lighthouses on the other side of the Bay Bridge and start racing. So it was a lot of fun, a lot of fun. And those were the way, like I said, we did that for about 11 years. So I must've been about 5 or 6 years old.

S.D.: What was like that? I mean you were so small, and watching all the --

K.W.: Oh, it was a thrill, because a lot of times, they had even celebrities there. I remember getting Buddy Epsen's autograph one year. And like I said, there was thousands of boats from the smaller sailing vessels to all different fiberglass boats. And they had several different races. They had what they call the big boat race, then they had the match races which was -- these, I'm talking about skipjacks now. These were particular boats that would race against each other, because some of the boats, I mean, face it, simply outclassed other boats. They were much faster, so it was not a race. So they had the match races of the faster boats, and then they would let the other skipjacks, you know, race, have a race. And whoever came out fared with that. But it would be a day, we would have a lot of -- Mr. Gladden's would have guests on there, and we would have family on there mostly. But we'd get up and cook breakfast, and then we'd push out to where the race would be and drift around until the race started. And then once the race

started, my dad would just start shouting commands, and we'd get the sails up and get underway. And I think the closest we ever placed was like maybe third one time. We never, never won. And I think that was for several reasons. I think it was because -- when these boats, when the boats came up from down home, they were usually fitted up to go to work. And sometimes these guys up here, they were right here. So they could fit up in a day and, you know, but they would wait until after the race, so their boats would be lighter, you know. So we always had big drums of gas and all the food and all the supplies aboard and, you know, it makes a difference in the weight of the boat. And my mother would be there, and my brothers, of course. And we'd be just having a lot of fun sailing around.

S.D.: How did your dad differ from -- as a captain from the other captains that you've worked under since then?

K.W.: None at all. I mean it's like the difference -- you'd be surprised the difference standing at that wheel makes. I mean you're one man on the docks, or you're one man, you know, like an elder around the community. But the moment you get behind that wheel, you're shouting commands and, you know, with good reason. Because one mistake can be very crucial, you know, at those times. And, you know, when it comes to working with those dredges and working with all that equipment, you know, those gears are turning all the time. You really got to be on your toes, and you got to be very careful. So I think that shouting and carrying on is part of a means just to keep you on your toes, you know, and to keep you alive and saying, man, I don't want to be the one to make the mistake, you know. But when -- the advantage that I had from growing up with somebody like my dad is by the time I did it, I knew or I had been taught most of the things about it. But it was a good, it was good that I had the opportunity to work with some older men that worked along with my dad. And then they could kind of take me under their wings and make sure, you know, and reiterate what I already knew. But he pretty much taught me most of what I know. And throughout the years, it's paid off that way. I can pretty much -- not bragging or anything, but I could pretty much work with any of these guys and, you know, do as well as any of them with it.

S.D.: Did you ever think about your own boat?

K.W.: I do all the time. I still do. And a lot of people call me foolish or crazy for it, but yeah, I'd love to have my own boat. Really. I would do it just, like I said, I have more or less like as a memorial to my dad. It's what he wanted to do, it's what he lived for. It's, and then, you know, it finally happened. And then it became disastrous for him. But I would do it more or less for that, not really to work the boat, but to do it maybe as a charter business, a sailing business, maybe to give interviews like this. You know, just to keep his dream more or less alive. And it's part of what I love to do too anyway, so why not? You know. If I ever can put the money together to do it, I might. But I think it's going to be pretty hard to buy one of these now. I mean you really, there's only 13 left total. And I think out of the 13, it's only like 6 or maybe even 7 of those that are actually working in the bay. So anybody that has one is -- would either -- and then you've got the foundation that's willing to pitch in there and help keep them fixed up, or at least fix them up the one time. So they'd be very hard to get a hold of one now, and if you did, you would have to pay a pretty steep price for it.

S.D.: Well you've worked under Captain Wadey and --

K.W.: Not Captain Wadey.

S.D.: You haven't. Okay.

K.W.: No, never Captain Wadey. Captain Ed Farley.

S.D.: Uh-huh (Affirmative).

K.W.: I've worked under, Ed Farley's the last and the most recent. I worked for some of the older captains. There was a guy, before Ed Farley, it was Walton Benton. Captain Walton Benton with the Somerset. And then before Captain Walton, it was -- I think it was Stan Daniels with the Howard. And, no, I'm sorry, it was Art Daniels, Stan's dad, with the City of Crisfield. Before that, it was Stan Daniels with the Howard. Before that, it was Captain Clyde Webster with the Ida Mae, the same boat that my dad used to work. And before that, it was Captain Mervin Cristie, which was the only other black captain, and he had the Bernice J. And in between times, I worked on different boats, like the Seagull. And, let me see, I believe that's about it. Yeah, I think that's it.

S.D.: The relationship between the captains and the boats and the boats as they go along.

K.W.: Well, everybody's pretty much, pretty much good camaraderie until you get out on the rock and you get on a good lick of oysters, and then everybody's all for themselves, you know. You're still smiling and grinning at one another, but you're real serious about that good lick of oysters, you know. And you want to try to keep it to yourself. I mean, it's just the way it is. Nobody means anybody any harm by no means, but it's a competition. And, you know, you really got to be there just to see it and just to experience that. Everybody's pretty much, I mean everybody knows what goes into the labor of it, so everybody pretty much knows the heartache and the backaches of it. So you can't help but be, you know, there be a certain camaraderie about it. So everybody pretty much gets along, you know. There's one or two that don't.

S.D.: How about, like for instance, your dad used to work on the Ida Mae.

K.W.: Uh-huh (Affirmative).

S.D.: And had wanted that at one point. And you got to work on it later on.

K.W.: Uh-huh (Affirmative). Well that, actually, the same man always owned it. The same man -- well, he's passed away, but his son owns it. So it turned out that, you know, just like it was always, you know. It was like the Wallaces and the Gladdens, you know, just working together, except I was a crew member and not the captain. But we knew each other well and spent a lot of time together, even during the off season. Oh, that was another boat, the Robert L. Webster, by the way, that my dad used to work. That was the biggest skipjack that was on the bay that was built. The older skipjacks, that is. And my dad used to spat that boat. But to get back to what we were talking about, you know, it was just if you can, do. You know, there's no hard feelings about it. Just move on to bigger and better things.

S.D.: Which would be your favorite boat or captain?

K.W.: I'd probably have to say that definitely the Krentz is the best boat I've ever been on. I mean it's in tip-top shape. And it's fun to work with Ed because Ed's one of those guys, he's got a whole -- a lot of knowledge in his head about a lot of different things. And stuff that I may have not missed, but stuff that he could sort of like fill in the cracks, you know, about the workings, like how to build. He's a real good builder himself, you know. I call them builders anyway. And he knows a lot about the mechanic parts and a

lot about the sailing parts. And it's good to work with a person like Ed because, you know, conversation is good. And so I'd have to say, by far, him. Although I've had fun on some of the other boats as well, but when it comes to -- when you're coming from a family that went through what I did, you want to know you got something good under your feet. And so for that reason, I probably would, if I continue to do this, wouldn't be with anybody else but Ed. So I mean after some of this work is done with the foundation, so. But I like working with Walt. I like working with Walt Benton. He's a good guy too. And most of the other older guys are passed away, so it wouldn't even be an issue with them. Stan, he doesn't have his boat anymore, although the City of Crisfield, which just fixed up, he may end up with that because his dad, his dad was the same age as mine, as a matter of fact, so he's kind of getting into his senior years now, so I don't think he'll be doing it many more years. You have to pass the helm on down, which is what I would be getting at this point, you know, ready to get that helm on down. So it didn't happen.

S.D.: Well I know you're -- you've got somewhere to be, so we'll stop for now. Thank you very much.

K.W.: I appreciate you doing it.

(END OF INTERVIEW.)