

Goolsby, Walter W.-2 of 3

[Speaker 1]

I'm going to get started, go ahead and finish your coffee, and I hope you have a nice evening. If you have any questions, you can go ahead and call me, and we'll sit over there on the table and ask anything else, whatever. But at this time, we'll start our open course this morning, and to introduce our speaker, I'll ask Frank to sit here to give an introduction to our speaker.

Hello. Good morning. This is not a job I thought was going to start.

In the middle, you can guess what I'm going to do. I'm just going to do that. I'm going to ask you to come up to the bottom of the stage and join my new little friend of the room, the top of the room, the finer of the two.

Good morning. Good morning. Ladies and gentlemen, good morning.

I was excited about coming down here, and you made me ask me to do it. I spent 20 years in the Navy. You guys loved it when you were in for the most part.

I'm going to take a few other things. There are a few cats and dogs out there. There are a lot that running through my mind and talking to Walter all the time, trying to think what a bubble head or a substrate would someone talk to a warrior guy about.

And I thought, well, I'll start off with the say that we use, because there are two types of fish in the submarines and targets. And then I got the ship's history of the McCoy rental, and you guys were in favor of it, so I couldn't lose that. I have to tell you a story.

You know, Walt and I talked on the phone many times about assistance and getting the job done. When I first started out in the Navy on a diesel boat, I was a second-class pediopter. I was in charge of ordering parts for the engineer's house, and the chief came out and said, oh, there's a Mediterranean fish doing it.

They have a leaking exhaust manifold on number three engines. We need to get a new one before we go. No problem, chief.

I started looking through all the paperwork and the neat little things that the Navy guys were arguing about, because you can't do it. I was 20 years in the Navy. Man, it's really going to be hard on these guys.

I started looking around. I found out where the Navy's torpedoes were going to be sealed on and off of. I said, what are you doing?

Well, I'm looking at my soft man torpedo, another boat's name on it, and it fell off. He said, well, just carry that. I'll bring it down for you in a torpedo.

I wrote the name of our ship on it and delivered it to the steers. I'm not going to have to reject that. Man, it was hopeless.

Somebody else had a lot of business talking to me. That's what Ralph said yesterday. I did make some remarks before I came down.

I don't know if I'm copying or anything, but I firmly believe that if it wasn't for you guys in this room, that I, the Navy, wouldn't have been able to change it. There's a lot of miracles out there. I started out on a World War II boat, 360 miles up in the North.

We had a lot of ups and downs. We had a lot of sailing before the war. We did a lot of cleaning of the decks.

Sometimes we made water. We even suddenly drilled a net. We called it a pit boat.

Unfortunately, we didn't have enough water. We made it to the ship's battery in the submerged, and then we got a sinkhole every couple of years. It was horrible to do that.

It was pretty tough. You guys could just throw a bucket over the side. There was a lot of water everywhere.

We got around with it. It was in use. I want to go over a little bit of the ship's history with you, maybe giggle a few memories, tell you a few things that you probably don't know, because, again, this guy here did a lot of research.

You heard yesterday. McCoy Reynolds was named after a Marine patrolman. I was in Kentucky.

He was killed in Grotto Canal. I was defending Henderson Airfield. He went to wipe out a machine gun.

He did that. He was awarded the Silver Star of Humanity. I pulled out a message, which was, Did you know that McCoy was guilt by the trouble he took when he died on something?

He could have just gone away and be whatever. In 1944, it was not. He was making a book in the Navy Yards.

Captain Wayne and some of the guys didn't go live. When I was in the various escort duties, of course, the Ranger around, went out to the Grotto Canal, to the Atlantis, Aleut, Aleut, and helped the Marines restore. I guess they took quite a beating out there when these guys were off the coast.

Walt and I, again, I guess, didn't really know what it seemed like. Three days from this year's funeral, I was trying to find something to do with McCoy. I talked to the Marines on cable news.

That's what it was about. It was a very little one. It was a story to be told.

I came to the San Francisco Agency where I was working on a story. On the 1st of May, in September, I was working on the radio outpost in the San Francisco Agency, a ship in the Southern Indian Ocean. In 2019, we lost about 7,000 to 8,000.

A little while later, we were all back to where we were on Tuesday. In December, on the boat, we were back in the Navy ship, our old flagship, 264 foot, 24 feet. We had a front deck for a maximum deck that could go under water, 255 feet.

We had a couple of diesels that were operating on the surface. It was submerged, so I had to tow it. It would be 19 knots on the surface, 8 knots submerged.

It could open the mouth. We were down to 4,750 feet. It was a lot further.

We made that one go away. I had to tow it. I didn't have time to wait.

I didn't have time. When we came back to the conference, I had to be out there. I couldn't just throw it away.

I had to tow it. We found another jackpot. It made him go away.

I had 30 flights. It was a bigger, 255 foot, 340 feet. We had to tow it.

It was the most expensive. It could go 23 knots on the surface. It was 14,000 knots.

It was very nice. It made him go a little farther. It was one of the six most expensive aircraft in the entire program.

Our diesels were 360 feet and we had a beam of 850 feet around. It was quite a bit. We had four diesels.

It could merge. It could go. It had a little bit bigger, six-fold.

We had to tow it. We had to tow it to the back. Our diesels had a range of about 15,000 knots.

That's where it would really go. That's where we had to tow it. But you did your thing with a second boat when you toured escort missions and toured the bottom of the hill and toured the front of our two final parties and toured it back to the other dive on the front of the radio station.

After a couple of enemy foes were trying to escape, we went on to San Diego for a mission in 1946. That's where James operated the Pacific Reserve. He was one of the commanders in the U.S. Navy. We sailed down after Pearl Harbor to continue our two parties on the coast of New York in Pearl Harbor. I paid off Pearl for 15 years. After serving a placement shift in Hong Kong, I went to the South China Sea and then headed back to Pearl Harbor.

When she was in Pearl Harbor, she did the U.S. Submarine Corps up there. In 1956, she headed back to San Francisco and underwent an overhaul of her government philosophy. There was a reason for that.

In 1956, this program involved the government of Portugal in the dreaming of Cote d'Ivoire. It struck from the U.S. Register in 1968 and sold to Portugal the next month. I had the pleasure of getting to meet many of the guys in here on the war battlefield and what they were doing while they were in prison.

Today, I went to a speech in the South China Sea where the Secretary of the Navy was doing a thing on the weather and he was up in Connecticut talking about submarine affairs and

about how great they were. He talked about the 600-shift Navy and he said that that should be a baseline for the new coast. Today, the ships behind us are electric boats.

The Tennessee is a 734. The 735 is a 600-shift controlled by the other guys in the division. I'd like to leave you with one thing I keep a clicker on in my pocket for about 12 years.

I'm not sure where I got it, but it's kind of a philosophy that I live by. I said to Mr. Colby yesterday, talking to Margaret Norton, I said to her, you had the Memphis, you were part of the Union, talking about the oceans and it was in a way that made me feel like she wasn't old. She didn't feel we were going to get old.

I promised myself that. We're going to get old. There's no future in it.

Well, youth is now a time of life, a state of mind, a product of the imagination, a figure of the emotions, a violence of courage over commitment, an appetite for adventure. Nobody grows old by living a number of years. People grow old and they forget their ideas.

You're just a little kid that can give up a few of you as a member of the coast. Whether 16 or 70, there exists in the heart of every person who lives life full of a new challenge. You're insatiable to hypothesize what is coming next.

Young is your faith, old is your doubt. As long as your heart receives messages from your head, it reflects beauty, courage, joy, excitement when you're young. And attention becomes part of your testimony.

We want you to take a risk when you're old. I don't think the Tennessee Distributors of Policy and the folks that you guys fund will feel 300 feet long. Tennessee is 560 feet long.

As a team of 40, 50, it's an awesome thing. It's like going to see in the Marietta Hotel compared to the Union Hall. Unlimited range because you have the nuclear power plant, you have 154 men, and the only limitation on a submarine is the weight of the crew.

When you go to sea, you're walking on sandwiches, and you literally get off the deck for a while. Big disadvantage of submarines is they like to sail and strike crews like I do. After about 10 days, there is no more.

How would you know? Hand jacket, no sunscreen, come back and put a white uniform on and disappear. Doing some of my research at the Union, I found that Japan today still has the most nuclear submarines.

Four nations, United States, Soviet Union, France, and Europe have nuclear submarines. Same thing at the table we have today. We're talking about low-explosive, very long-term use, about the time it left the pier, it broke up in the galley.

That still happens. I got a captain win on one of them. He ordered two jars of plain orange juice.

He came back to my station and made an order for orange juice there. He was the only one who could buy it. He ordered like six cases.

So loading forward, one of these Friday ships, We have a hatch, probably a big round of cables, an old-fashioned way of connecting the ship. It took us up to the back of the palace. The crew would take this big hatch out and lower it down onto the ship, plug a little air hose into it, and one guy would take the winchload of the crew, push it over into the core, and secure it to the deck.

Ha, ha, ha, ha, ha. That's part of the ship. Once we get to the home port, we'll do it.

They're getting better. The problem with master cast, which is the initial problem, is master cast is so fattened up with all the lunch bags. They'd kick each other around and beat each other and show up for a little bit of exercise.

The missile belts, well, I'm afraid to tell you what I mean. I firmly believe that what the Russians are supposed to look like when doing anything, is that they don't know where we are. You can sit out on what used to be a position that the Russians couldn't deal with here.

The technology, you can't be looking like an American to insult someone, or a rocker, a spy case, I'm sure you've heard something about that. For many, many years, major fleets would go out and exercise, and you'd get to an operating area, and there's the Russians. How did they do that?

For 17 years, they were monitoring our community, because this turkey gave them all the codes, it gave them the messages, it gave them everything. And they knew right where to look. It's not really bad.

They've come a long way, they've got a lot more ships than we do, their technology is getting a lot better, but we have one thing that they can't get yet, and that's motivated, dedicated people. Our guys volunteer for submarine duty, if they want to be there, there's some sharp guys out there. We buy these little black electronic boxes from whatever company, and we go to see, if this breaks, we take it out, and take it back to the store and get a new one.

There's no stores 400 feet underwater. So these guys get into these boxes, and they think that they're getting a lot better. It scares them.

I was the sonar man. So we would record what was happening. As most people would record, we wrote back more, most of the time.

And the weight of these sonar shafts, or checkboats, was four rooms on a bridge, about four feet wide and about six or seven feet long. And in that shaft, we had the sonar machine, a radar machine, which was called an ASE, a radar collector, and over in the far corner was the recorder machine. Now, during general quarters, Luke Brooke, our senior man, he was the old man of the sonar team.

He must have been over 35 years old. Remember, Luke, for every action we took, he wanted to give us a Wookiee button. Wendell Wookiee was running for president at the time, and every time we'd pay a check, Luke would come around and say, we deserve a Wookiee button for that one.

Well, Luke would say, he was on the helm, as I recall, during general quarters, and during those types of, where we needed an experienced hand to manage the helm. And Bronson, I remember Bronson Chicago, my age. He was just 19 at the time.

He was behind this general quarters station with all his cleaning machines. And that's a little weird sound. I can only suspect 18, 19-year-olds to do that job.

How many of you remember the old sound? Whoop! Captain James had some trouble with collecting starboard.

I'm trying to recall now whether low-bobbler or high-bobbler, whether the sub was coming over the quarters or going away from it. But at any rate, Bill Cavanaugh was our ASW officer during general, over the bridge. Is that right, Phil?

Bill Cavanaugh. And the captain was basically standby where he gave directions. And he had simulated.

It was a computer that takes the information from the cleaning machines. It sent out an echo every three, so that we were able to track the flight of the sub, the direction of the sub, by keeping track of these echoes as they bounced backwards. So we would get the echo as it moved towards the left, bring it two-and-a-half degrees so we didn't get an echo, quickly get back so we could pick up the tail of the ship and trace it again to the current edge and see how far it's gone in that direction.

And each time the ping would come back, the echo would be recorded on my little machine, which is a recorder. This is going to be an actual print of this echo. And each time the sound recorder, and I would move this little dial to keep track of the recorded echo.

The echo then would be able to give Bill Cavanaugh the directions. He would put the speed of the sub and also the depth of the sub. The length of time that it took to come back from the sub would give us both speed and depth.

And he would take this information and give the helmsman a certain degree, a certain heading to intersect so that we would pass over these rules about collapsing at the same time. And I would recall from the information that he gave us that Maxine's speed of the sub was eight knots per merge. And as I recall, we were talking in terms of three knots going down to sitting there in the water and from depths of 250 feet to 325 feet as I recall.

But my recollections of the actual happening and short memory by giving identity to what we did, I thought that perhaps the fellows who were below that would have some appreciation and the ladies there would have some appreciation of what actually happened with how you go about doing it. Bill Cavanaugh was a great man who worked closely together as he did with the ASW team. The only thing that, as our first crew to Bermuda, right out of high school, there was no way if they told you you would come all week when you were four on and eight off, and then of course when you were eight off, every school thinks that we picked up between New York and Bermuda.

You had no clue. Thank you very much. Thank you very much.

I made some, I duplicated some of Wild Tepper's, but I found a book on Japanese that gives the information I gave to you in here about the boats that you sunk. So you could do a lot of history. I have some pictures of old destroyers.

You can tell what it is. Come up and get it. How good it is.

There's a story about our reunion that would help us in to beat the news. Little ship, big war. If they don't have them, order them.

Order every one, two, or four minutes. You'll enjoy reading them. Now, we'd like to have a report.

Reading again this morning. Thank you, Bill. I took you 43 years to have a reunion.

We did talk last evening, and I talked informally with a good many of you, and we met again this morning, and kicked around the idea. I hope that's what you sent it. And some of us felt that perhaps next year might be a little too soon.

And then again, on the other hand, where some felt we're not getting any younger. What are we waiting for? So we kicked those ideas around, and I looked through the registration forms that Ellie and the others had compiled for us.

Generally, the consensus was yes, we certainly want to have another reunion. Where? Some people said anywhere.

It's fine with me. Others said Orlando is a frequent choice. Las Vegas was also a choice mentioned last evening.

A good many of our team members who were here, and some people felt that many who were not here came from perhaps the Northeast region where the greatest population is, and that perhaps those of us who are perhaps living on retirement money, it might be more appropriate to consider the finances of perhaps as far as making it more accessible and perhaps building some more team members. The board also mentioned that Las Vegas is mentioned quite frequently as a possible site. The board also came to mind that perhaps extending the possible meeting time from early spring, May, perhaps going on into July or August of 88, would give us a little bit more time, and the thought behind that idea was to extend the meeting time to summertime in the Northeast and perhaps following that, a winter meeting in the South, the Southern part of our country, and this idea was kicked around.

The summer meeting time also came to mind as many of us had spouses who were working, and some people had vacations and vacation time was summertime was an appropriate time for that, and then again, many of us have, and find that vacation schedules do come more frequently in the summer months, so July, August of 88 seems to be something that was mentioned quite frequently. Another site was Galveston Baptist at a location. I understand that there's a community there that has opened up a museum here that will allow visitors to come aboard and that would be appealing to all of us on shore, especially if we brought younger children or grandchildren to the museum.

So those things are just points in time that have to be worked together and perhaps we must send out the newsletter some of these ideas may be expressed so that we can try to bring back a consensus of opinion so that I might work with people who have been involved in teaching and who continue the primary concerns that I've heard from everyone yet by that we certainly want to continue in some way or another so I think it's just a matter of getting the job done well as we have started here and I leave it at that point in time and we'll open in a few minutes if any of you have perhaps another suggestion of some thoughts that you'd like to express at this time. Anything. Anything you want to say?

Well, look, I think we ought to give him a standing ovation. Well, that's a wrap. Thank you very much.

Hello. Any other thoughts? We'll be in touch.

I had a great time. Thank you all. Well, I put out some stories I made you dream in none of my situations.

Let's hear it. Who would like to tell us?

[Speaker 2]

Alright.

[Speaker 1]

We had this for meals or beverages usually, and it would take all of us. But one day, as Vinny said, he went to eat, and he noticed Andy was huge, full of life. The first thing he heard was, strangely enough, this went on, I guess, how long?

Two weeks? Two weeks. Who wants to be next?

Bob? And I was the guy who was responsible for Vinny. One of the things was, we would be grouped into the signs.

Now, who would like to go to a party? And we wanted to show Andy. What happens when you got to the store step, well, they cut you down.

So many times, we would order double what we would need. And some of you were going to get cut. The interesting thing was, too, suddenly, all of a sudden, you remember this.

There were a few students from time to time. And I remember, I think it was in Guam, where we had all these people being people of faith. And I remember they used to put those stores in Dr. Carter's truck with a landing net. Put all those stores in, bring it down to us. And usually, somebody would stand there and have to guide it in. And I ever thought it was cool.

Those landing traps would go up, up, and down. And as this gentleman mentioned it, in case of Dr. somebody that was on. Now, there was one thing that was always interesting.

One was to scope the truck a lot. And the other one was never lying. I just want to say, I want to thank you all.

And I'm so excited to make those changes. You had to open up for the effects of the disease. It goes back and opens you up again.

And I have to be on top soon. That was my advice. I was going ahead.

And I've had a little of my time. If you're close, 50 degrees or more, you can walk on the floor. So, it wasn't surprising that you might see some footprints.

Anyway, this particular night, there was noise that he was talking about, and the death truck going back and forth. Well, how does it go out? But to finish the story, as the seas calmed somewhat, I took that to one of the girls' death truck that had been coming all night.

And he went down late at night. And I thought the same last night. I thought I knew who it was.

And I'll give you one guess. It is him. He was the same fellow, but the front of those things were fell over to the side.

He got all the recognition, all the excitement. Well, I'd like to tell you just one or two other things. I can't help but smile now.

Unicorn. Probably nobody ever heard of it before we met on the ship, and probably nobody has ever heard of it since. But I'm going to tell you a little story about it.

Part of it's good, part of it's bad. Part of it's the opposite, part of it's something else. But anyway, we were in the North Pacific, New York City, being assigned to a program.

Now, of course, all of us were proud of our hometown, and the crew was made up of people. And I sit by a guy from New York City. I'm going to tell you who he is.

Anyway, New York City was pretty close, wasn't it? And when we got near New York City, I was looking at you. You looked all good.

The only thing I saw about Kyle was you like a mouse. But have you ever been to New York City? And I said, no.

You need to tell me that you have never been to New York City. He said, have you ever been to New York City? So Kyle said, that's about a full mouth.

And I said, well, that's about, I suppose, a pointy black mouth. But anyway, to finish the story, I feel it was an honor to be a part of it. We were part of the way it came about.

We were from all over the country with different backgrounds and cultures. Yet we all put on the shoes that we feel like did a good job. And I'm proud to be a part of it.

And I want to say this. I love you all. That's all I can say.

Gordon, what about you? In case you ever want to visit Earl, I know where he lives. And I'll tell you what.

You turn, you take that road, you know? And you turn where the cow's standing there massaging you. Cedar tree.

You know, this is my last year. I don't want to be redundant. Again, those people who put on the coolers, he had a chair.

And I came to go on vacations. And I don't know what they thought. They didn't think that.

But now that we have more of that shift, and a lot of it's coming up, I don't know if you've heard anything that's been said about it. I can't. It's 35 years of politics.

I'm excited you're going to make your move. There are a couple of things. One is the next year's election.

Is there anybody here that, you know, that was my private office, you know, speaking of volunteering. So, you know, I've had a nice time volunteering. It's nice to be alive.

But another thing is that I've decided, if you don't believe me, I'm going to try not to live. I do not believe you. It's probably not going to be a great shift.

You have to go to the next level. There's a lot of other things that are serious, and I think you will agree with that. You know, I've done a lot of things that you're thinking that you're able to really kill.

You think you're cool. You just bring it back a lot. I don't remember what I said.

I said, keep open. Keep on. Keep on being open.

Okay. Anybody else? Did we get that correctly?

Well, anyway, I won't be late. But there are a few things I remember. There were four there.

There was not a team. There was a representative. I'm not sure who it was, but I don't think we got it.

There's the other thing that was most interesting is that if you're looking to get covered, it won't be up there about four or five miles away. It will cover you when you're looking. So if you're looking to get covered, the only movie that's going to have you up a mile away, but there it is.

Good one. Anybody else here that's going to need permission to shut up? Good.

Well, if you remember, that was one of my happy places where I got permission to speak first. And I guess the one story I do want to mention here, and I think all of us, all of you black-haired, black-nosed, who are here on this very day and age, were all black copies of the old book. And it was a beautiful book.

It was very, very beautiful. It attracted a lot of people. But I don't think any of you realized that this was a terrible book.

And it was a tremendous, phenomenal, wonderful book. The fellow had a compiled, elegant, and had this particular book written. He had an occasional picture of him in his room or in his book.

He was a very well-thought-out photographer. And I would like to pay tribute to the fellow who gave that book back. Welcome, fellas.

Come on up. Let's give him a hand. The hotel was still right near one of the lanes, and some of the fuel boxes were still left out there on the beach right under the hotel.

You can get to them. I have pictures of them. So, from Hawaii, we went to Guam, as I said.

And we went over to, yeah, my first major reservation, which I left a copy over here in case anybody wants to add reservations to these things. It was a very small hotel. It's a good deal of a hotel, but more of a guest house, I think.

I was one of the guests there. As we landed at the airport, we had a thin roof, and low fives on it. This is the airport.

First floor landing strip. And it said, temporary permanent airport. We landed there.

I think we flew a jet going to get off of this jet. And as I got out there, I saw a little guy. And he thought I wasn't a Japanese.

He said, are you looking like a Japanese? He said, I come to greet you. I said, are you the driver?

And I looked at the guy. He had no shoes on. And he said, those black feet, they chewed heels out.

He said, no, I'm the hotel owner. I'm also the police chief and the mayor. Okay, to a hotel.

And we had a chalkboard on the wall. So we were given a choice. We can either have maid food or we have a menu for food.

So that was the choice. And the food was quite pricey, maid food. But maid food was fine.

I lived 18 years in Puerto Rico after the service. And it was all maid food. We ate lobster, shrimp, bacon, river shrimp.

Lobster, shrimp, and other things. Bacon, so forth. So I'm proud enough to know not to drink the water.

Well, I drank a beer in April of 1982. I was drunk every year I think. So I was pretty drunk part of it.

I only got drunk for a couple of months out there. About time. And then we'd go back down to our homes for about a week.

I woke up one morning and my knees were killing me. So I went to the doctor the next day. He said, what are you doing in Britain?

I told him. He said, I'm not normal. This is a disaster.

You're normal. I said, what's the matter? I said, I'm just a drunk man.

He said, all right. So I did get home in the afternoon. I told him that I was ill.

I was shot down. The tank was still there. And he got up and he was dying.

And the guy who was named there, who wore nothing but a gopher, and had some glasses and rings, which signified he was dying. He took us all around the island. And there were all those homes supposed to be their grandchildren, to be delivered.

And they were building. And they built a fort tower. They built a big fort.

And the fort tower, and they built things out of, say, ancient biomes, black groves. And the whole fort was tied. There were no nails.

There was nothing there to do with it. Everything was tied, beautifully tied. There was a lot of good pride there, by the way.

So they had to give the new house to our old house. And this house was used for the other houses, the old ones, put the sun below it, put a flame, light to it. And in all these houses, they have what are called furry rooms.

And they built a big, I don't know if that's the word, tiny, I don't know what they were called. They were very interesting to get out. They were very interesting.

I used to travel with my father when I got there, and he asked me, what are we doing out here? And I said, well, come back here for a little while, and we'll do it. And he said, well, you have to sign up.

He said, well, I don't know, but haven't you guys done some ammunition up there, or some of the planes? He said, well, let's do it. He said, one night, you guys knocked down a tree and came in.

And I said, how did it happen? He said, well, I don't know about that. He said, well, it happened.

He said, oh, it came here a lot. Part of it was, it's still there, it's just below. And then we went over to Palau, and higher than Palau, where we started, it was nice and green, and we looked for it.

It was just above the rock. And we go back today, and it's a beautiful green, and it's a beautiful day. It's a nice accommodation there for two.

To get in and out of there, for so many guys, it's very difficult. So we flew, and we were turning arrows at a strange airline down there. Well, we're ready to leave.

The plane was supposed to take us out. I had trouble. It couldn't get there.

So they sent a second plane, and this was half of the plane and it was divided right in half. The forward part of it was where the guys had a hospital there. The back half, it was not.

But we were way overboard, and they asked us to volunteer to wait for the next plane. We couldn't do that. We were just bumming around the island.

And they, right away, Bob said, hey, here's a map, you can see it. It's in Belgrade, though. They said, well, you guys can fill out the whole file, and we'll give you a free reservation in New York.

And we were like, wait for the next flight. It's only one week. We had to work really hard.

Finally, Bob said, go away. We weren't going anywhere. We went away.

And they said, you know what, it's time to go to New York, right, Bob? So we flew to New York. From the island, New York Island, off of Gatwick and Bruceville Island.

And when we got there, we never, we never thought about it so deeply. We were doing the fishing. And there was beautiful fish.

You look at Mr. Lyle and his people, they're having absolutely nothing on the island. No electricity, no water, no nothing. Fish every three days, packs of harvest fish, crunch of fish, eat what they find.

The rest of the people would lay on here. Banana leaves, tons of banana leaves, and make a feast for a bunch of seagulls. And he said, we could eat it up for two days.

And we tried to eat some of the three-day-old fresh fish. And he said, Bob, you're opening a bar out there. no talk to me about it.

So he said, look, caribou, banana leaves, coconut, and coconut water, is what they're getting. So it was beautiful. It was beautiful to, to get sick, you know.

And they would make another shop in the way back there. They're not shops in New Orleans. That's part of it.

But if anybody wants to make a trip, I'd love to have a copy of who you're going to actually get to. It's a worthwhile trip. I'm glad I did it, but I don't think I'll go back again at this point.

It must have been a lot of work. Oh, well, yeah, when you talk about the West, there's no work to do there. Just dirt.

Work. Work. It was just really, really, bad work.

And he had a real old car, the guy that picked us up out of a hotel room and died. And he took us to a hotel. I saw a pickup truck coming by.

And just in the back of the truck, I noticed a motorcycle and a, a handgun loaded on a stick. I was like, it's packing them open. They're all packing.

some things that you'd like to do, you'd like to replace them, and there are some things that you'd like to do, you'd like to replace them, and there are some things that you'd like to do, you'd like to replace them, and there that you'd like to do, you'd like to replace them, and there are some things that you'd like