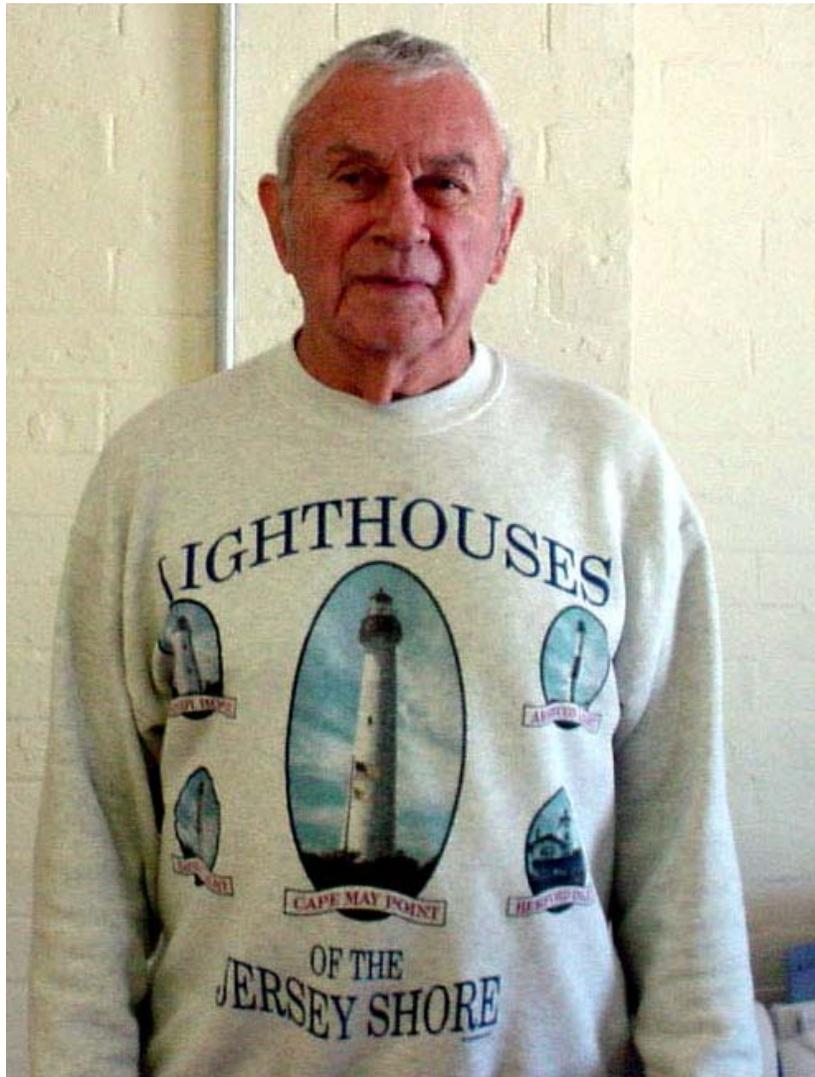


**Sandy Hook, Gateway NRA, NPS  
Oral History Interview with, William Conover,  
US Coast Guard, 1942-43  
By Tom Hanley Monmouth University, NPS intern,  
January 20, 2004,  
Transcribed by Tom Hanley 2004**



William Conover 2003

This oral history interview of William Conover took place on January 20, 2004 at the Fort Hancock Education Center at Sandy Hook, New Jersey. It was conducted by Tom Hanley, a Monmouth University Student and intern for the National Park Service.

Question: When and where were you born?

Answer: Spring Lake, New Jersey, September 14, 1921.

Q: Did you attend high school?

A: Yes.

Q: Which high school did you attend?

A: Red Bank High School and from Red Bank High I went to the University of Texas but I really didn't get going because 1941 came along and I informed my parents I was not going back. I was going to go and enlist. I didn't want anyone to tell me where I had to go. I wanted to go where I wanted to go. That was the end of my education.

Q: Was that your reason for joining the Coast Guard?

A: Yes, because I couldn't get into the Navy back then, but I could get into the Coast Guard Reserve. During peace time the Coast Guard is operated by the Treasury Department but during wartime the Navy takes over. Knowing this, and being told by my parents "that's your opening", now it was. So, I was here a little over a year and when the time came you had a preference, not a choice. You could transfer to the regular Coast Guard or go to the Navy. I said "Goodbye!" I went to the Navy. Bainbridge, Maryland for my basic training, Norfolk, Virginia, Damage Control School for the ship. I finally got my ship, the U.S.S. Fall River, named after Fall River, Massachusetts. My rank there, I made Boatman's Mate First Class. I was the one with the peanut whistle (whistles) piping the ones aboard and so on, so forth.

Q: You wanted to be out in the water, as opposed to being drafted and being part of the Army?

A: Yeah. No Army, no Marines and no, they wanted to put me in the Seabees (CB's or Construction Battalion of the Navy) because I knew road business. I worked for my Dad, so therefore they wanted me there. I said, "That's not the Navy. I want a ship." and I finally got it. It took a lot of "off the season business" to get that ship (laughs).

Q: You began your Coast Guard service in 1942, correct?

A: Yeah. '42 and I really got the ship in '43. I was commissioned in Boston in '43.

Q: When you were here in the Coast Guard were you stationed in the area on Sandy Hook by Fort Hancock?

A: Right where the Coast Guard station is.

Q: The same one that is still here today?

A: The same one.

Q: You were stationed there between 1942 and 1943?

A: Correct. My officer's name was Lieutenant Commander Moran, not "moron" (laughs).

Q: Did the guys happen to make any jokes regarding that?

A: Oh yes (laughs), naturally. We couldn't let that go by. Very nice man. He knew what he was doing. It was a wonderful experience.

- Q: Did you know anything about this place before you came here and were stationed with the U.S.  
"LLLLL?" Coast Guard?

A: No, this was still Fort Hancock. The Coast Guard, you entered where you enter now by that by that old brick building. You had to go there and there'd be an officer in charge. You had your credentials. You had your dog tags with you (coughs) yeah.

Q: Did you know the type of job you would be performing in the U.S. Coast Guard before you came or did they tell you when you got there?

A: Before I came, it was road construction. I worked for my dad. We had a road construction business.

Q: What was your main function in the Coast Guard?

A: I was Seaman Second Class in the Coast Guard and what you did, you had to know everything about making the boat, how to run it and also you had to know everything in case something happened to the machinist mate. We had a cook, machinist mate and a seaman, excuse me, a coxen, he was a coxen. A machinist mate, a cook and myself and the chief who ran the boat but you had to learn from him how to run the boat, all of your signals, anything about seamanship. That was your ship, only it was a boat.

Q: What unit did you work for? Did you have a specific name?

A: We had a patrol that patrolled out here; the hook and the bay, Raritan bay, up the Raritan River as far as there was any big industry. You were sneaking around and looking to see if there was anything there that looked suspicious. That's what we did. All the way back, down just the beginning of the bay, Raritan and Sandy Hook Bay, turn around and going back and forth. While we were doing that there were boats going up this way and out that way (laughs). Don't ask me how many boats there were because I don't remember (laughs).

Q: Were there any occasions when you saw something out of the ordinary like a potential enemy attack?

A: No, the only thing that looked suspicious were various things floating in the water and we would either fasten them, secure them with a rope and tow them back or if we

didn't know, they looked very suspicious, the rope was real long (laughs) in case it blew up before we got back, but anything else we just scooped up and brought it on board.

Q: Could you describe what the items you towed back looked like?

A: They were floating items. I don't know what kind of material they were (knocks on the table). They were rubber mainly, that was floating. I would have no idea, never asked. It was not my business. Just secure them. If they look horribly suspicious we would give them enough line so when you tow them back here they were way back and you notify them that you've got something "come and get it." The shape of them? Some were elongated, some were boui-like, round. That's all I can say.

Q: So your function was similar to today's Coast Guards patrol considering the horrible attacks of September 11, 2001?

A: They were looking at everything. And if you see any other boat, you challenge it because there's not supposed to be any boats out there. Then you got to know who had the right to be out fishing. You knew them, but you had to stop them and they stopped you anyway because they'd give you some fish (laughs).

Q: So you had a good relationship with the area people then?

A: Always, always, always, always. Keyport, the Highlands and always in Matawan. Even those little ports where we had to fuel. You know the highlands bay and you know the brick sea wall that goes way out. Right there was the fueling, big tanker, was tied up in the bay and you had to go around there and get fuel. You did that yourself. What were we going to do, we weren't going to drink the gasoline.

Q: On your ship?

A: On the boat, its not really a ship. Everything that floats is not a ship. You get a ship, to recall my nomenclature, to size. A ship has to be a hundred and sixty something feet. Anything under that is just yacht sized or a boat. This was a personal yacht. As I said before, they took it over. It was a beautiful boat and slept eight people. It could sleep eight people, nice galley, it was good.

Q: Did you actually sleep on the boat?

A: Oh yeah, a lot of times. It was very seldom we came back here. We were on patrol constantly. Two or three sleeping, the others would be running the boat and if you wanted them you knew how to get them real quick. No, we took turns. The boat was constantly patrolling. It only stopped to refuel.

Q: Were there any buildings that you would spend time in here at Sandy Hook?

A: The Petty Officers Club, which burnt down many years ago. The Officers Club still stands but on the little knol, just cadie corner from that was the Petty Officers Club. That's where we were allowed to go and have our little (coughs).

Q: Did you take part in any social activities?

A: Social activities; in the theater they had people come from New York like a Vaudeville type of show. Other than the movies that was it. Once we got invited to the Officers Club to a dance we felt we were big time (laughs).

Q: Did you socialize with the troops who were stationed at Fort Hancock at all?

A: Not the Army, they sort of looked down on us.

Q: So the relationship between you and them wasn't that good?

A: Well, they kept us apart anyway. We were only allowed to go that far. The movie, that's it, and church. The rest of it, they told us to stay within that area. There was enough activity there because you didn't have that much time anyway.

Q: You mentioned the church. Did you attend religious services here?

A: Yeah. Not every Sunday. The Sundays that we were allowed out. If we happened to have time off, I would go back to Red Bank and go to the Methodist Church but I forget what denomination. It didn't make any difference. That's where we went to church. Church doesn't make any difference to me. If I want to pray, I'll pray right here. You can pray anywhere.

Q: Did they have a priest or a reverend there?

A: Yeah but don't ask. I don't know his name (laughs). He had a real vibrant voice. There was no amplification. He'd stand up there and boy you heard him. You could hear him, no problem. But the theater, when we were here on Sundays, and I couldn't go home, I'd go over to there. There seems to be someone there all the time, really. The theater would only be certain times. I can't answer you the times. They would be posted in the Coast Guard headquarters. You'd go and see what activities were going on.

Q: Did they have any movies?

A: Yeah. Now if you're going to ask me "what movies did you see?" I don't remember. (knocks on table) I do not remember the movies. I remember the vaudevillians that did that. They were good. They played games and they got you up there and you would do anything you know; tap dance. For the time you had for recreation, if you took advantage of it, it was good.

Q: I am sure you did not have a lot of time, but in the time that you did have did you take part in any sporting events?

A: No. No, because most of the time, we were even at church services, sometimes we were interrupted. We were always on call; alert at all times.

Q: I know they held dances out here. Did you take part in any of them?

A: Only one and that was at the Officers Club and we thought that was a good time, right. Of course I wasn't married then but the girl that I did marry, she was going to take a job out here but her parents said no. They didn't want her driving all the way out because you couldn't use your head lights. There was a little slot. You had to tape the whole top of the light. Just two little slots, so the light wouldn't show.

Q: During the blackout, I imagine there weren't any street lights. All you had were your headlights and you taped the tops of them?

A: They were these slits. You would take car tape and you would tape down and it was allowed on each head lamp that (demonstrates the size of opening with his hand) slit. If you didn't want that you were allowed to use your parking lights because the parking lights, now we're going way back to '40, '41, '42, and then they had separate lights for parking and they were real dim.

Q: That's like the equivalent of today's daytime running lamps?

A: Yeah, so that was it. All light had to be subdued.

Q: So how much light did you actually get out of that thing? Could you really see the road at night with that?

A: Well, sometimes (laughs) you had to know where to turn. When you saw a clump of trees like this you know to go on this side of the... no it was drastic at night. You really

had to know where you were going. I guess a lot of people sort of ran into trouble that way. Gasoline was naturally rationed.

Q: Where the roads any different then?

A: The roads are very much the same, only naturally they were in much better condition back then. But there's no damn lights. I belong to the Sandy Hook Foundation for the Lighthouse and we just had our Christmas party, every year over in the first house there. The first one we went to, I kidded to my wife, I said "this is bad light out here! How the hell did we ever drive (laughs) when we couldn't use head lights!" Oh its spooky. Its spooky. Even now, its spooky. You couldn't look over to the Highlands area. You could see just nothing. It was black. No street lights. No nothing! It was weird. You would hear, you knew something was coming like a boat or a car or something, you could hear it. That was the only thing. Did I see a submarine? Yes.

Q: A German sub?

A: It wasn't one of ours.

Q: What happened?

A: Well we had to stay our distance. It was just about four miles, five miles off between here and Manasquan.

Q: Was there any kind of call that was given?

A: Oh the call, "stay here, stay, stay, stay," you know "slow, patrol back and forth". You can't go so far south and you can't go so far north. You cannot go east. They didn't want us anywhere near it. But that was one. I found that out later. I didn't see it.

Q: Did they engage it at all?

A: No. It had been engaged. We understood they surrendered and we took them to Philadelphia. They took the submarine to Norfolk, Virginia.

Q: The situation was already under control then?

A: The Navy was there and we were told to stay until we got clearance you know.

Q: I guess that would be similar to today when we have a "Code Red" if a terror attack takes place and the authorities are handling it. It's amazing the similarities you find between nowadays with the whole War on Terror and what you were dealing with back then.

A: Are you about to ask me what kind of fire power we had aboard that boat?

Q: Would you like to tell us what you had?

A: I had a Springfield rifle and a .45 pistol. That was it! (laughs) That's the truth. The ship had no fire-power. It had no fire-power. So I asked permission. No, it was so quick because "get the men, get the men, get them on the boat." "Patrol!" I asked if I could bring my Springfield rifle.

Q: So it was your own personal rifle? It wasn't military issue?

A: It was my own personal rifle. I had it. I had to sign for it and I've still got it at home.

Q: What about the .45? Was that yours?

A: Yup.

Q: Those were both yours from home. Did any of the other men have weapons?

A: This was the only weapon on our boat. They were always loaded and where we could grab them. I said "make a whole lot of noise and they won't know the difference. They'll think there's more than two!" No, honestly that's it.

Q: Did you keep in touch with anyone?

A: They must have records over here. About two and a half years ago they had a reunion and I just couldn't get to it. All the Coast Guard, people in the Coast Guard during World War II, all the way from Manasquan up here. I felt bad, but I just couldn't make it. So that's about it as far as I know (coughs) the boat was never sunk or anything so it was old. I think the boat was built in the mid to late twenties or very early thirties, very nice.

The chief, I said, it was his father's yacht and he was made chief. They did that on all of them. If you owned it, you automatically became Chief Petty Officer and the one under him was the Coxen, the Machinist Mate, and the Cook. They're dead, but at my age I wouldn't know. I kept in touch with them for a while but that's all.

Q: You mentioned that while you were here you went down to Point Pleasant a couple of times and then came back. Did you ever stop for a while in Point Pleasant?

A: Yeah, at the Coast Guard Station. We went in, got ice cream and, whatever. ‘

Q: Did you go on the beach?

A: No. You couldn't. You could only stay in the confines of the premise of the Coast Guard station but it was nice. It was summer time, which helped. About the only thing I got, I will say this. At a time we had to go down there, I forget now what, some procedure, some exercise, and for two days. My Uncle and Aunt had a summer home in Manasquan. So I called them and I said “can I borrow your car? Do you have enough gas in it? I want to run back to Red Bank.” And they said “Oh yes! Sure, sure!” So he comes, picks me up and drops me off in Manasquan there at the summer home. I needed

to get back. The main reason was I was giving my girlfriend, I was giving her an engagement ring. That happened in 1942.

Q: Did you take any excursions to New York City?

A: No. We never left here. We never... Raritan Bay, up to the old Victory Bridge. That was before the Turnpike, it was the old Victory Bridge and ... no. You could look over and see nothing because there was no lights. It was just like it was never there, unless you could smell smokestacks or something like that. You'd never know it.

Q: So, when you had free time you would spend it in Red Bank?

A: Here, here and Red Bank. Down there, I saw my Aunt and Uncle, during the summer time, because they went there... they had the summer home, but there were always activities. They always had something going on. Between the Petty Officers Club and the Coast Guard there was always something. They always looked after the enlisted people. Really, I was never in want for something. As I said before, the only big dance I remember was the one over here at the Officers Club. I remember that hall. It was big.

Q: Was this a fun or a boring place to work at or a little in between?

A: To me, I don't use the word because its only boring if you want to make it. (knocks on table) You pick, the best you can when you're in service. You don't pick your friends. The ones either to the side of you or the ones behind you. When you're in the service, you went some place where you have never been before, you make sure you lean up against the wall because you knew what was behind you then (laughs).

Q: While you were here, did you know of any servants that were minorities or women?

A: No, none I knew. The only time you saw any, were the ones in the service, at church or movies, that's all. There was I time I had, she was... we weren't even engaged then, but she came out here and we went to the dance.

Q: That was your girlfriend at the time, who later became your wife?

A: At the time. She became my wife.

Q: Did you she that she was involved in the service or she wasn't?

A: She wanted, she interviewed... she came out here for an interview and she qualified. Her mother and dad said "no you're not going to drive out there." (laughs) But you had no idea... if you ever stopped some night, in that one spot and put your head lights out if there are no cars coming the other way. Try it some time and see what its like (laughs). Or what you can do is go out. The whole beach area and look over toward Staten Island and New York City and just visualize blackness.

Q: We had the black out this summer. Is that what it was like?

A: That's right. You'd go out on the beach and look out at the ocean. Of course it was nothing but water and the working of the waves. The experience I had, I really got down on the deck and prayed when we got caught in a hurricane and my birthday is in September. That's the worst time to be out there but we had to go down to Manasquan. I thought "we're not going to make it." Boy, to get around the hook here and the Raritan Bay... I thought that was the end. That was '40, '41 or 2, '40. The waves, oh god, they broke all the windows in the wheel house. No one, unless you're a fisherman, or in the Navy or in the Coast Guard should come around here in a nor'easter, a true hurricane in a boat. Its not a ship (laughs), a boat! Even the ship, when I got in the Navy at Cape Hatteras. Our ship was...it was a big battle cruiser with eight-inch guns and that was

tossed around like a cork. Nobody has any idea. That's the worst place you can be, the outer banks and the Cape Hatteras area. That's why when they get this news, all ships leave port because they can just be thrown up on land. You have to go out and head right into it.

Q: This was your service in the Navy. When did you become part of the Navy?

A: I left the Coast Guard in '43. Then I had to go through all the training for damage control school in Bainbridge, Maryland, eight weeks there and down to Norfolk, Virginia for damage control on the ship in case it is torpedoed or it is shot by another (coughs) what to do a fire and explosives, how to shore up a bulk head and all that stuff. Then I finally got my ship. I got out in '45, late '45. I loved it. Think what you will (laughs).

Q: How would you say that your work in the Navy and the Coast Guard prepared you for the job you did in life?

A: I liked everything they told me to do because it made it easier. That's why (laughs/coughs). I was even a (inaudible) for the Captain of our U.S.S. Fall River, Crawford, Captain Crawford. He was from this area, the north east area, very nice man. It was because of my rank, boat-man's mate first class. Every so often he would pick different drivers. He picked me. I don't know why. However, it was interesting (laughs).

Q: Did any funny situations ever occur?

A: Yeah, but I don't know If I want to (laughs). No, but I'll tell you about this little incident. You had to tie up your boat at the Coast Guard basin. We referred to it as the basin. It accommodated about sixty different sized boats. You always tied it up port side too (knocks on table) because when you tied it up, you tied it up starboard side, facing

out you would waste time turning out. A lot of times you had a boat that was tied up along side of you, so they were tied up to your port side. You were tied up to your starboard side. When we got the call to go (coughs) we didn't know where the crew was for that boat. Commander Moran came out and said "what's a matter don't you guys know how to run a boat?" He said "throw the lines out." We threw the lines out. He got on. He got in there. He was so wrought and got that boat out of the way so we could get on our way. He rammed the boat into two other boats. It was no big dent, just splinters flew. That was about the only interesting thing. No, really, the people we ran into at the fort here, we got along. In fact, once we went on a tour. They were taking certain groups of us. I volunteered. They asked "do you want to go through the fort?" Now I remember my dad brought me out here as a kid (knocks on table). It was very interesting. Anything mechanical I am interested in. I don't have much patience maybe to fix something mechanical (laughs) if it doesn't work the way it should work, but here there was always something going on. As I said before, there was always something going on in the theater. They did have theatrical people of all sorts come or just vaudevillians, you know what I mean, and it was always something. You could... if you're patient enough. I couldn't find a single thing wrong, other than driving out here at night. You might just as well close your eyes. You can't see.

Q: Would you say the drive to here posed more of a threat than the enemy ships that may have been in the harbor?

A: (laughs) It was the same with the boats. You couldn't have lights. You had to always go by radio where you were located but you couldn't have lights on.

Q: Did you have an emergency search light in case you had to see something?

A: Yeah, in the water. If you spotted something in the water and you thought it was a mine, or an explosive, or something that shouldn't be floating, then you just aimed the light right down to it.

Q: But never up in the air?

A: Oh no. And even smoking. If you lit your cigarette in a confined area and you went outside, you'd have to hold it. Even the glow at the end of a cigarette, you didn't want anything. All the windows were blackened (coughs) and that went on not only here but all up and down the coast. That was it. As far as anything that went on here, everybody got along. Oh come on, human nature, some people didn't (knocks on table).

Q: When you are in such situations as you were, I imagine a lot of people would become close, right?

A: Everyone looks at life differently. They get themselves upset. Its sad, of course they were upset. They were afraid they were going to die, not get home. If you want to think that way, you're liable to be dead. Don't think that way! Be positive! I'm here, and I'm going to be here, I'm going to be some place else. I had somebody remind me of that not too long ago, my same age. He was a fellow marine member and a positive thinker. I say its better to smile and laugh. It takes less energy than it does to frown. It was always sad because there was a war going on. People were being killed but that's what war is about. A lot of my buddies never got back (knocks on table) and the ones that did always had horrible stories to tell. They had to tell somebody. You have to, if you're upset over something you have to get it out of your system. If there's something wrong, something you don't understand, ask. Don't be ashamed to ask.

Q: You made some close ties. Did you keep in touch with anyone from here?

A: Close ties, you're not supposed to make. Yes, I made two, two unfortunate. We got shot at. I had to cross over what was left of him to get to my gun turret, a forty-  
(inaudible) gun. (knocks on table) That's why they didn't want you to make close friends. That bothered me. I had no brothers or sisters and my wife and I didn't have children. Therefore, I was always looking after somebody else and taking care of them.  
(inaudible) with the kids and all that. That took a lot out of me not to make friends but I did. It was a horrible mistake but, and when they say, "you're not to make friends," you're not to make friends. It's very difficult. As I said, I wasn't brought up that way.  
(knocks on table) I was eighteen.

Q: You mentioned that you've come back here. You're part of an association here?

A: Yeah, the Sandy Hook Foundation. My wife and I belong to it.

Q: Is anyone there from the Coast Guard when you were here?

A: No. I met the officer who was in charge. He was a very nice man. We were all "yak, yak, yak, yak" but I know no one out here now except for over at the Foundation. Ray Cosgrove, who has Bahrs' Landing. He married into the Bahrs family and they were there way back what, World War I. That was a very old (inaudible), the restaurant.

That's where the old highway used to come down. There was a combination railroad and vehicular bridge. At one point, just before the draw, the railroad crossed the vehicular and you had to stop right in the middle of the river. That was exciting. My dad took me over that and I said "oh! A train's coming!"

Q: Was it coming towards you?

A: No, the side. It would come down on an angle and then cross the bridge and come over and go to Sea Bright.

Q: That's like when the railroad was here.

A: That was just a service here. It picked it up at Sea Bright. This little putt putt rail line here to bring in ammunition and whatever.

For a kid brought up on the farm they couldn't understand why I liked the water. I was brought up in Colts Neck. Conover Road. That's all named after my great-grandfather. The Conovers came over here in about... they left Flatbush . That's where Flatbush got its name, because that's Holland Dutch. Vancohenhoven was actually the name. My father got it down to Conover. They landed there in 1630. The first group that came down to this area was near 1690, 1689, somewhere around there. Where I spent the first fifteen years of my life, on the Conover farm, was purchased with a grant from the King and Queen of England, three hundred and ten acres. That was the first fifteen years of my life. We moved to Red Bank. I'm sorry to get off on that.

Q: It's all important. It's all history. Now apparently Western Union had a tower out here?

A: Yes. That was quite very important.

Q: Did you ever go up in it?

A: Yes.

Q: I heard you could see New York from there?

A: Oh yeah. They could spot airplanes.

Q: Did the military use this too, besides Western Union?

A: It had nothing to do with the Coast Guard, just the Army, for communication. On occasions they'd actually give signals.

Q: Was that a big part of the skyline out here back then?

A: That was the skyline. The old lighthouse and these two things were the only things sticking up. Those two were, as you say, the skyline of Sandy Hook. You knew where you were when you saw the lighthouse.

Q: If you were driving down during the day, would you be able to see them from the bridge?

A: No. If you were crossing the bridge, the Highlands, no. The angle of the hook, the way it hooked, that's where it got its name "Sandy Hook". It hooked like this and then the lighthouse was here and the base came around. These (the towers) sat back here. These two were back here. The only structure that was out to the point was the lighthouse.

Q: While you were at Fort Hancock, did anything stand out in your mind about this place? What stands out in your mind the most from this place?

A: As I said, the first time I was out here I think I was...my dad brought me out here. I had to be what... twelve, ten. (knocks on table) Yeah, about ten. I was fascinated. Little did I think then, that I was going to be out here but that's only because my dad knew at that time that my brother was in the army and was also stationed here at one time, World War I. My memories are all good. I don't like to think of the bad ones.

Q: If you could go over to the Coast Guard station today and get a hold of a Coast Guard person, what advice would you give them on how to handle themselves in the U.S. Coast Guard?

A: Its just like I told you a little earlier. You don't ..... You can't help it. You want to make friends. Its best not to. You socialize with your buddies. You only have so many hours to do this and that. So you go out with a buddy and you put down a few and you

take turns “its my turn to watch you. Watch me,” so you don’t get into trouble (coughs). But the advice I would give them is what you are doing is for your country. If you don’t like it, go to another country. This is part of it. Where do you think all of this came from. When was this built, 1895? Somewhere around there (knocks on table). Why did they build it. Why did they... now you’re going to ask me. I can’t tell you when the first Coast Guard station. I don’t know. I should. It was part of my thing to know. I’ll look you dead in the eye and I’ll tell you when the first Coast Guard station and I’m ashamed. I should remember but I don’t. (laughs) I don’t. (coughs) But, no I would give them advice to do what you’re supposed to do. Do your job (knocks on table) and be thankful you’re here to do it. That’s it. That’s just about it. Thank the good lord you’re here to do it. You’re doing it for a very good reason. Tell me, where else in this world you could go that we have what we have here (knocks on table). So, do your best and do good. Do the best you can do and that’s about it.

Q: Thank you so much for doing the interview today. Thank you for your service to our country. We greatly appreciate you.

A: I have no regrets. No regrets. None whatsoever. None whatsoever. If I had children I would make sure they had some military, some military experience. (knocks on table) Its good. Its good. I really think that any man and woman who would like it. I met a lot of nice waves. I don’t mean the wet ones and (knocks on table). I know my age and all that but (knocks on table) there is no place on the face of the earth that has what we have. We won’t get into politics (laughs). Any service man, no matter what service he’s in and I had relatives that were in all of them: the Marines, Coast Guard, Navy, Army. My brother-in-law was in the Army. Today’s his birthday. He’s still alive. He’s ninety.

Yeah. Yeah, my wife's brother: ninety years old and what he told me he went through, his name was Robert, and I said "Robert that's fine." That's why I didn't want anything to do with the Army or the Marines. For any man who was born and raised on the farm.

**End of interview**