Q1: Record. This is an oral history interview with Ted Leppard by Terry Freestone on June the 1st, 2017, Eel Pie Island. Also present Ellie Jones and Bea Moyes. Good morning.

A: Morning [laughs].

Q1: Could you please state your full name and where were you born?

A: Edward William Leppard, I was born at West Middlesex Hospital, Isleworth.

Q1: Where were you brought up?

A: Twickenham [laughs].

Q1: And your parents' names and what did they do for a living?

A: Sorry, I didn’t get it.

Q1: Your parents' names and what did they do for a living?

A: John and Joan Leppard. John and Joan Leppard.

Q1: What did they do?

A: What did they do? My mother was a leather machinist, she worked for [Hewards 0:00:53], er, in Crown Road and my father was a fruit and veg wholesaler. He was a fruit and veg wholesaler. He worked at Brentford market and then he went to, erm, Western International. He was the top salesman for Kentish Garden. He sold more strawberries than anybody and when I was a kid I had so much fruit and veg you would never imagine.

Q1: What are your early memories of the Thames?

A: My memories of the Thames, well when I was very young my uncle at the top end of the island used to row the ferry--, a ferry at weekends from there to Ham Fields and I used to go--, well I’d take him a milk bottle full of tea and then he taught me to row, and he also taught me--, he had a bottle of methylated spirits you used to put it in your hand and it used to harden the skin up so you didn’t get blisters. And I used to go down and help him at weekends, but before that when my mum was young he used to row with his mate called Guy. They used to row from here to Hampton church and run a ferry across to Hurst Park races and my mum said when she was a child he used to come back and all the farthings he’d give to all the kids [laughs].

Q1: Did your family have any association with the river and, if not, what made you want to go into work with the boatyard?

A: The first bit, erm, my uncle was always a waterman. He was an apprentice [inaudible 0:02:45], er, during the war he was on--, well it was the Royal Princess and it was a hospital boat down in London. But, erm, that is really, you know--, although all my aunties, uncle they could all row, they could all swim because they were associated with the river and my uncle, yeah. But, er, no, a long time ago. What was the other bit, the second bit?
Q1: What made you want to go to work in the boatyard?

A: I couldn't get a job [laughs]. No, I--; no I--; I had no education whatsoever, I was completely--,
I found out since that I was more than likely dyslexic I couldn't spell for tuppence. I got my school reports at home but I got nought out of 20, everything was terrible. And I loved farming 'cause I had friends--; well we went on holiday--; a farm holiday it had bed--; no bed, breakfast and evening meal, and on the farm they had two children, a daughter and a son, the son was the same age as me the daughter was a little bit younger. And we used to go--; went first year, then the second year I learnt to drive a tractor, everything, horse riding, and I really loved it. And they used to invite me down during the summer and occasionally at winter, you know, I spent one Christmas down there and I really liked it. So when I finished work I--; dad booked us into YMCA British Boys for British Farms and I went down to, erm, just outside Wincanton, North Cadbury Court, it was a big old house, and they used to put you out on a farm and in the evenings you had to have lectures about farming and what to do. And I forget how long you were there, you weren't very long. But [clears throat] I was the only one--; they told me I was the only one that's ever been on that course that the local farmer wanted to keep and the local farmer arranged me digs in south [Cherrington 0:05:20], lovely little village, stream running down the side, ducks and geese running round, but the only point was it was 1963 and we had snow [laughs]. It nearly killed me. I couldn't come home at Christmas, my mum was so upset, she was crying. So I packed it up. I came back. I went down the Job Centre they said, erm--; they said, "We've got groundsman cutting grass," and my aunt--; well, I'd worked over here with--; my auntie was a cleaner used to clean the offices upstairs when it was big and, er, I--; when she went on holiday I used to come and do the cleaning so I knew quite a few people. And she asked Gillum, he was the manager at that time, er, "Could you give Edward an apprenticeship?" and they said, "Yeah, send him over." So I got an apprenticeship five years and I went to Brooklands Technical College. Although when I was at Brooklands although I couldn't spell it didn't really matter I'd spell like an American, you know, and I passed everything [laughs]. And I won the prize one year it was Sir Douglas-Home gave the prizes out. But I was always out--; pretty outspoken [laughs]. But I was an apprentice, I was a wood worker. But when I first started here we had an old chap called Ozzy Smith who was a really, really clever shipwright, he didn't move fast but everything went like that and I was put up in the loft and he taught me how to do lofting. Well Ozzy Smith had a massive great row with the management picked his tools up and nobody ever saw him again. He just went. And I was up in the loft and I was doing all the passenger boats, tugs, mooring launches, now I had my own little office up there. He used to paint all the floors, draw everything out full size, make all plywood templates 'cause a lot of the works here weren't really skilled the boat building, so I had to make all the templates and then they put it together like Meccano. Well I was up there quite a few years and then a chap come to work in the yard a shipwright that came from Appledore Shipyards [coughs] in north Devon, near where I used to be in fact, and he, erm--; they didn't like it very much because I was so young and we had foreign dignitaries and all that come to the yard and he was quite a bit older so I got put back down the yard and Mick [Widiker 0:08:40] was up in the loft. Didn't worry me. Then the crunch come Mick [Widiker 0:08:46] got a good job at British Aerospace lofting, 'cause British Aerospace anything--; if you loft a boat you know how to do it. And they come to me, "Oh, you're back up in the loft," and I can't say what I said but I didn't go up in the loft [laughs]. And well in the end Len come up to me and he said, "Look, please there's nobody else can do it." So I got pay rise, position rise, I went back up in the loft. And it was nearly a constant job because we'd done so much work--; in fact there was one year that we nearly--; we were on a short list for the Queen's Award for Industry 'cause they'd built so many boats because they used to work for crown agents and most of the boats we built were gifts from this country to everywhere. I don't know, there was paperwork in there [coughs] regarding to all the boats that were built. But this place there was templates hanging everywhere, you know, of all--; every bit of plate, everything, you know. In fact when we built the Golden Salamander [coughs] they had all the templates and one of the chaps was trying to get the plate, "Yeah, I can't it in," and he cut off five eights down one edge, Len went potty! And of course when they put the plate up that bit was missing [laughs]. Yeah. But that's--; that's how I started. But I was all--; I always rowed with everybody and--; well if I knew I was right and they were wrong. And Arthur Green he had some manager blope and he had me in the office and he said, "What do you think of so and so?" well I told him what I thought of him. Next minute he had me against the wall like this and I just walked out, walked out of here, I went to, erm, London Transport and I had an interview and the bloke said, "How long have you been there?"
I said, “Oh, 20 something years.” And he said, “Go back and make it up,” and he said, “If they
don’t I’ll give you a job tomorrow.” And I came back two weeks after that I’m on a Piper Aztec
going to meet [De Groot 0:11:25] in Rotterdam, yeah, but from somebody who wasn’t very
clever [laughs]…

Q1:  So you say you were at Brooklands, so what does the actual training involve when you were there?
A:  The training?

Q1:  Yeah.
A:  Er, well you work with experienced people and going to college you learnt the theory side of it,
technical drawing, everything like that but it was only skill passed on. The other row I had was
we used to have wood machinists that used to do all the machining so if you wanted a bit of
wood cut you had to go and see the wood machinist get the, I had a row with Arthur Green.
I said, “Look, I’m an apprentice, I’m trying to learn the trade, my trade is cutting--, doing
everything.” Well then they got it all changed and we could use the machines and it just went
on from then. But most of the boats--, well not most of the boats, but Arthur Green had
bought out all the passenger boats from Odells which were built basically for the Festival of
Britain. And he bought the Fordson, the Prefect, the Consulate, [Holy Ander 0:12:51],
Santina, Santosy, and they were all wooden boats and we had tons and tons of work wood.
Well he sold off nearly all the wood and boats and kept the steelwork. It started off loads of
people in the business on the river, people that used to work on the boats bought the boats
and started running them. And there wasn’t that much woodwork and that so I went to steel
because I--, you know, I just learnt to cut and I used to go to night school for welding. And--, but I can’t weld. I mean I had Jo, all I got was electrocuted [laughs]. No Jo--, Indian Jo, I
mean we were together 40 odd years and we always worked together but he had this horrible
habit of instead of striking the arc on the parent metal he always seemed to strike it on the bit I
was holding [laughs] and if you’re on a wet slipway--, he used to say to me, “I’m purifying your
blood [laughs],” in his Indian accent.

Q1:  Was--., what’s your most memorable experience as an apprentice?
A:  Most memorable. Oh! There’s thousands of experiences [laughs]. I mean good or bad I
mean, yeah. I mean the worst thing that ever happened in my life when my partner’s son got
killed, yeah, he got crushed against a wall. But, er, that finished me. I didn’t have a fear in
this world, I used to dive in the river, go underneath the boats, get ropes [inaudible 0:14:51]
everything. From that day on I couldn’t do a thing. And basically that’s why I sold up in the
end. Yeah, just couldn’t go on. Your nerve--., your nerve goes. Your nerve goes. He came
out in my arms. I was underneath the boat, they got the jacks and I caught him. But that
finished me. Well it finished all of us, Len couldn’t go on, but I had to go on for months and
months. Ken came down through Ludgrove and in the end they bought Len’s shares out and
then they bought--, they bought mine. You know, basically ‘cause my body started to pack up
then because the arthritis through the damp and everything so I decided I couldn’t go on.
When? I can’t remember. Don’t--., dates I can--., I’m absolutely no good on dates. I
remember it happening but I can’t remember the dates. Also after Keith got--, Keith got killed,
Len had virtually gone, he used to come in occasionally and what was the next thing? Oh the
yard next door caught fire and that night I came here. I got a phone call, I came here and no--,
they evacuated the island. Well this end. And they took me into the command centre and I
had all the keys and I knew where everything was I knew where the gas cylinders were, well
in our bit, and so they sent me over here. And I was the only civilian on here I had all the fire--.
and if--, the fire brigade have got a video of it all going up, yeah, they’ve got a video of it.
They had this cameraman all the time. And we went in the shed not a bit of ours was
touched, you know, and I thought well, you know--., and they were here with the hoses, hoses
out the front, and we went in he shed, took all the cylinders out, everything, and then all of a
sudden the roof started to go and then all the windows exploded up the top. And--., but we
had a passenger boat here John French’s boat, and they had all the fire brigade on there and
they were putting the hoses through the windows this side and all of a sudden the safety bloke
said, “Get off the boat, it isn’t safe.” I said, “What?” So they stopped that, but in the end they
got it under control when they got more pumps. And at one stage I was standing up there at the end and they started screaming, “Get away,” and that's when the building collapsed. Oh it was sending gas cylinders--., they were going through the air right--., caught somewhere alight down the road. But it was all stress. All stress. Then the ferry was meant to be a couple of weeks and it was months [laughs]. We run the ferry--., well they came to me and said, “Could you run a ferry across?” and I said, “Oh yeah, yeah we can.” And then Ken with his Walkman and that, we done it. But I used to do 12/13 hours a day, 300 people a day we used to take back and forth. 300 people. You know, Ken done the nights 'cause being deaf I couldn't hear a phone not a hope in hell. So--, but one thing and another I just couldn’t go on once--., once Keith got killed, yeah.

Q1: What--., before you started working here what did you know about the history of yard?
A: This boatyard?

Q1: Yeah. Before you joined.
A: Well I know during the war my mum always told me it was full of Polish seamen and what was the other thing she told me? Erm, 'cause they used to repair the MTBs 'cause originally it was just one slipway and they had--., well they've still got the ratchets and that was the safety as they came up and with the MTB up the middle. There was no--., no cover it was all open. And the other thing--., oh, there used to be a recording studio where they used to film Felix the Cat, yeah. Well that's what she told me, maybe it's on her interview, yeah. You know, but I only remember what she told me. And they used to--., when they were children they used to have changing huts over the other side and when you could swim to the island and back you used to get a medal but--., and they used to have a regatta for children and they used to have--., [inaudible 0:20:39] used to run it, and my uncle used to be part of it. I've got photographs indoors of auntie Eileen apple bobbing and uncle Arthur was standing next to her and it was all done on a boat, everything was done afloat and he used to run the greasy pole.

Q1: What are your first memories of this yard?
A: The first memories of this yard. Well when I was still at school I used to come and clean the offices when my auntie went on holiday and never did I dream that I was going to work here and ending up owning half of it [laughs]. But I got a bit [laughs].

Q1: What was it--., what was it like well when--., so what was it like working here? I mean what was it...
A: There was--., it was hundreds of people--., well not hundreds, 30 odd people at least work here and most of the crews that worked on the passenger boats during the summer used to come back and work in the winter. And it was Jackie Ginn, oh lord, Harry Platt, he was an engineer, they all used to work in the yard doing the riveting. Although they weren’t really skilled they were skilled because they knew how to do everything. And years ago we had an old chap here from Paul Deverell down river, and I was talking to him and I was on about riveting and I explained how we done it and he said to me, “You’re the only other person I know that knows how they do it.” Yeah. Because it’s really so simple you got the plate, you get inside, you’ve got a windy hammer with a chisel, you take all the old rivets off, you drop the plate, you put it in rollers, make it flat, put that on new plate, drill a hole, put bolt, put a bolt, put a bolt, drill all the other holes, cut round the plate, you make a template beforehand rough shape, bend it back into shape, put it up in the boat, put one bolt in, keep going round, keep pushing it until all the boat is filled. And then you start riveting it [laughs].

Q1: So when the yard was busiest--.,
A: When?

Q1: When the yard was the busiest--,
A: Yeah.

Q1: What work were you doing? Was it maintenance? Was there any boat building here or was it...

A: Yeah, they were all--. I mean we had tugs, landing craft, erm--. landing craft we built loads. We used to have the ramp going up on the toilet that side because I mean they were double slipped, they--, everywhere the Americans landed during the war we've built boats for, Kuwait. The photographs are the best things I mean when you see them we built fishing boats for Scotland, er, what else? We built a launch for Tristan da Cunha, yeah. In the summer there used to be two boats this side being built, two boats this side being built, there used to be a little slipway down the side there, two boats on there, and I think at one time we had eight boats being built. That was the year we nearly got the award for Queen's Industry. But most of them were crown agents, yeah. And in fact when we bought the yard crown agents got in touch with us would we build again and we said, "No, there's no money in building." You can build the hulls but when you fit them out all the money goes. So we didn't get involved with building, but at one stage we had--., we built two mooring launches called Lamenco Penguin and they were made for a Japanese super tanker. They could build the super tanker but they couldn't build the mooring launches. But they were so impressed, so impressed with these mooring launches. The photographs will show it, but they were beautiful. Then we built some gun boats for Saudi Arabia and I lofted them. But we've always done tugs and I only ever done tugs and when you design a boat, I've only found out this, when you loft it you have three options, you have to put the display--. displacement hulls and you have speed hulls. Well I'd only know how to do it [inaudible 0:26:08] and the architects and that it was fine, but when it came to speed hulls some tug overtook the gun boat [laughs] and that's when they changed the yard name to I think it was 21st Lovington which was the 21st company that Lovell White and King had, er, bought into operation and that was 'cause they were frightened they were going to get sued because they didn't meet the requirements of that. So it went to 26th Lovington.

Q1: Was there a union?

A: Uh?

Q1: Was there a union?

A: A union? No, there wasn't a bloody union. I'm so anti union [laughs]. Yeah, if you want to destroy anything--. you take London Docks, London Docks they could have been the best docks in the world, containers, everything, unions finished it. Tilbury finished it, yeah. No. I have not a good thing to say about unions. Yeah. Trying to--. I--, well in fact when it was the three day week when all the miners and everything were all on strike and that, we were working seven days a week because Arthur Green got all the passenger boats up here, the [inaudible 0:27:40] connected all the generators so we had full power and we had so much work we were working seven days a week. Seven days a week.

Q1: If we were walking through the yard at that time, if we were--., if we were going through the yard back then in the '70s, what would we see? What would we hear?

A: Well you wouldn't have walked through the yard--.

Q1: Well...

A: Back then because they had a booth there with a telephone in, because it was all owned by the same person, yeah. And then somebody come from reception and let them in and took them up to the office. But, oh, it was a mass of activity, I mean we didn't have this lot out here, it was just chickens and ducks out there. And, er, it would have just been boats everywhere, round--., the machine shop was round the other side where the engineers were, it was all pillar drills and all the equipment rollers, grinders, massive--., stores were at the back there, yeah. It was really big. During the war and that everything--., when I--, when I came here everything was marked up 'admiralty stores' because the admiralty run it. The admiralty
built the slipways and before that there was another part everything was marked up, battery room--, battery room, accumulator room, you know, so and so. Well I found out--, well I found out why when we got the yard, I got the--, well what's the name out here she's got it all, she’s had it for months. I’ve got the sale document of the yard when Arthur Green bought it from Mears and they had a boat and that was for sale as well, passenger boat, called the Victory, and it was electric power. Electric power in them days. And in fact my uncle said that he worked on that when he was a boy and it caught fire and burnt out, but it was a passenger boat that was electric. And that was back donks--, I forget the date, dates I can’t--., dates and names I’m not very good at.

Q1: Did people in the yard get together after work?
A: No [laughs].
Q1: No socialising.
A: We were nearly always too tired. At Christmas--., at Christmas they used to throw a few crates of light ale and that, I mean the canteen, but that--., in latter years Michael Caisley who was--., he was a director--., well there was two companies, it was Thames Launches and Thames Launch Works, he was a director of Thames Launches. And, er, Michael Caisley used to take us all over the pub and then one year he said to one of the chaps, “Nip over and clock everybody in,” and in the office they went mad and there was big rows, I always remember, yeah, because he’d clocked everybody in. They used to keep you working right up to the last minute but that was Keith Simpson in the office, yeah. And they used to give you a bottle of--., it was a--., forgot the box of cigarettes my nan I used to give them to, a box of 25 cigarettes, Senior Service I think they were, anyhow the 25 cigarettes, this bottle of cheap plonk or whatever it was. And one year somebody opened one and tasted it it was so horrible as they were walking over the bridge they were all chucking them in the river [laughs]. No.

Q1: How did you come to take over the Eel Pie Slipways? How did that happen?
A: Well we didn’t take over Eel Pie Slipways, we bought it off the receiver when Strong Marine Construction went bust. Dennis Salmons never paid no tax national insurance for three years [telephone ringing].

Q1: Sorry, I’ll pause for one second.
A: I forgot where I was.

Q1: How did you come to get--., you said you bought it off the receiver--.
A: Oh yeah we did, yeah.

Q1: [Inaudible 0:32:24].
A: Yes, Strong Construction was Dennis Salmons and John Pyke yeah, they--., oh dear, I don’t know how to put it. Anyhow they never paid no tax and national insurance, they had no insurance on the yard which we found out--., well we found out so much, and nobody would do nothing. So we went round to the Inland Revenue and they said, er, "It’s nothing to do with you [inaudible 0:33:17]," and Len said, "Okay, we’ll be back with the TV cameras with 12 blokes and we’ll see.” And then they sent somebody in to get the books ‘cause they knew they hadn’t been paying tax and--., and the only reason we found out was one of the chaps who had been working here all the time he went to get sick benefit and they said, “You’ve paid no stamps,” and also we didn’t even get paid for 13 weeks. We didn’t get anything. We got a payslip but no money ‘cause they didn’t have it. There was all these excuses, train was derailed the bloke bringing the cheque and what’s his name. And we had a tug that was built that he got when Thames Launches, er--., that [inaudible 0:34:11] that’s Strong Marine, and he was trying to sell it and they had a text machine in there and they used to keep sending, er, ‘we need your bond’ and he used to text back and say ‘my word is my bond [laughs]."
Anyhow, we’d had enough so we ended up going to court to wind them up and me and Len up in the High Court and we had Cork Gully with us, Cork Gully came in they--., Cork Gully came from DeLorean to wind them up, export credit board men. And we had to go to the court and I remember Len saying--., I always let Len do the talking ‘cause he was senior than me, he was older I’d say, and, er, he said to the judge, “I represent the workers of Strong Marine Construction,” and he said--., the judge said, “Mr Beaumont, I tell you who you represent,” real stern and what’s not. Evidently nobody turned up, they had nobody come there and Cork Gully told the judge what was going on, what they owed and, er, the judge said, “Can you come back next week?” and we said, “Yes.” As me and Len walked into the room the judge turned round to Len and looked at him and said, “Oh Mr Beaumont, you represent the workforce,” Len kicked me and he said, “We won [laughs].” And he wound them up. But we were going to go--., what happened really was we were going to go on That’s Life Esther Rantzen. I spent--., talk about interviewing! I sat on Len’s stairs on the phone to Bryher Scudamore for hours upon hours because it was Dennis Salmons, John Pyke his insurance company was [Spratt Spratt & Sprattley 0:36:44] and his solicitors were Fishman & [Wallace 0:36:49] and they wanted to do it but then the Sunday Times got involved. So I had to phone up--., we were three weeks running in the Sunday Times and I had to get--., I had to phone Bryher Scudamore and said, “Look, we’ve got a problem, we’ve got the Sunday Times involved.” And she said, “We would love to do this,” she said. “Because it’s such a funny story but,” she said, “If you want the yard the Sunday Times will get it for you.” And that was--., and that was true. It’s like we went to the flat of John Coates and they got on the phone and said--., they got some department, “We want to know everything about John, erm--., John Pyke and Dennis Salmons. They come back a few hours later. He was dyslexic or something. They knew everything. And at that time if we had got the yard we were going to put [inaudible 0:38:06]. We were going to try and sell it to build three houses. So we thought we’d better tell the truth [laughs]. But they were clever. They went round to John Pyke’s house and they door-stepped him, they just walked in. He opened the door they just walked in. He never said get out. On the table they had plans for all the flats on the whole site and it was going to be sold. Anyhow, we all--., we all had to put bids in to get the yard because it was sold by sealed bids and Michael Turk he really wanted the yard and we had a meeting with Michael Turk and he had his accountant there and he said, “You don’t want all the fuss,” the accountant said to me, “You don’t want all the fuss,” he said, “What’s his name? Let Michael have it, he’ll give you a job for life, money, you know.” And, er, we went on and on discussing this and that and he said, “How much are you offering?” Well I’m not bloody stupid, I told him a figure not the truth and they put in a bid but it was slightly under us ‘cause he was tight as anything, yeah it was slightly under and he couldn’t believe it. He had been to a party, er, I think it was Saturday night telling everybody he’d got the yard at Eel Pie Island, when he opened the Sunday Times’ workers get yard at Eel Pie Island’, yeah. We went to tea with Toby Jessel because we were complaining about everything and we were told by the Sunday Times that Toby Jessel had been--., it’s all in the Sunday Times if you get copies of the paper, that he had been writing letters trying to keep the Inland Revenue and that off his back. And we went to tea and he kept phoning Len up, he said, “I’m so frightened of Mr Leppard, he’s out to get me.” Yeah. ‘Cause I went to every conservative--., although I’m a true blue, I went to every council meeting write the question out, ‘what about the affairs of Strong Marine Constructions?’ and that and my question was never answered. I got a letter from the vicar saying he apologised for not answering [inaudible 0:41:03] but he was so frightened of me and Mr Jessel, yeah.

Q1: When you got the yard, when you got it, how did you--., did you--., what did you change? Did you change much? Did you...

A: Well we only got part of it because, er, it was quite a lot of money and we sold the piece of land that John Perry, who was our solicitor, what’s her name and Henry Gastell, we sold that part off too so we ended up with this for not a lot. That is another story [laughs]. We didn’t have the money to buy it. It all happened so quick. We’d been to banks, we’d got turned down by Midland, god knows what and then we had an appointment with Barclays Mr Bell, who was a manager. Er, evidently all the other banks we’d been to they were managers but they only had, like, 10,000 they could lend. And we walked to see Mr Bell, shook his hand [inaudible 0:42:14], and we said, “We need a loan to buy the yard,” he said, “I’m not going to give you a loan, I’m going to give you a big overdraft and you’re going to do well.” And so we managed that. Six months after we had the big overdraft paid it off. We had to give
guarantees with our-- my house and Len's house that was the guarantee, but within six months we'd paid it off we owed nobody. But we didn't earn nothing [laughs]. Yeah. And he was proud of us and we were thankful to him. Yeah. But he was a proper manager. He knew all about the yard. He-- yeah, he knew everything. And we didn't-- all we had to do was sign a guarantee for the houses and that was it. But we did-- at one stage we didn't have no money at all [laughs].

Q1: What kind of changes did you make when you got hold of the yard?
A: Er, when we first got it we didn't have any work because it was summer and all the passenger boats were running so we started selling off everything we could that we didn't want. And then-- and the people who bought next door didn't think we were going to survive for five minutes and they-- he was saying, [inaudible 0:43:55] was saying, "They-- they haven't got long now, they're selling everything, haven't got no work." And then I can't remember, September, passenger boats, one come up, one went off, one come up, one come up, one come up, we never stopped. And we just went up and up and up. And he was in a right state next door and that. Then there was the fire. We were the only people in the yard-- on the island-- well in the yard that were insured, yeah. That's why it was all reinstated. Well to a degree. But, no, we done everything right we had insurance, we had everything, but it was everything that went wrong was the bad bits, yeah.

Q1: After the fire when everything burnt how long did it take to get up and running as a yard again?
A: Well we virtually ran the next day but I couldn't-- I-- you know, there was so much, erm, things to do like clearing the site and all that. We done most of that but we were still continuing work, yeah, because basically none of this was touched. It was only-- oh and the electrics we had to get the electrics, yeah, so we got some work, but we kept going all the way through.

Q1: When did Ken start coming in?
A: I can't remember [laughs], a bloody long time ago he'd say--,

Q1: Was it after the fire?
A: My memory for things like dates or whenever...

Q1: After the fire before the fire?
A: Well he was sort of here before the fire 'cause he arranged for-- to get rid of the rubbish from the-- all the burnt out stuff. But I-- all that I can't remember. I can remember everything that happened but I can't remember when or how. Yeah. So many things. So many things. But if you got the video of the-- it's most impressive. In fact the-- they-- oh no. The news reel things when they filming from the other side a chap had a beautiful boat here he'd restored up the slipway on the side, and he kept playing it in reverse the news thing so all the flames went away and his boat was still there, yeah. But none of them were insured. Well there was one person May-- [May Kirk 0:47:06] Dental Laboratory that rented a bit round there he was-- he was one of the only ones in-- insured and he bought a place in Teddington after. But he-- well everybody lost everything it was just like nothing there when the whole building collapsed.

Q1: How has the industry changed during your life?
A: How?

Q1: How has the industry changed?
A: I only basic--, well I know basically about here I mean there's so few and far between boatyards. I mean every boatyard there was it's a development. Richmond Slipways, Turks --, the further you go down river the worse it gets because, yeah--, but I sometimes wish I stuck out and got planning permission and made a multi-millionaire [laughs], but no I--, it was my life, yeah. The river--, I've been on the river donkey's years. Yeah.

Q1: So how has this changed since you were working here?

A: I built this--, well me and Len built this I mean, I done most of the work, and, er, we done up the offices upstairs and we rented them out and they were rented to Robin Wade and Pat Read. They--, they were museum designers, they'd done the Mary Rose, er--, Mary Rose, Ironbridge, er, Gordon Bennett! Guinness Museum, Twickenham Rugby Museum. They were the top and they lost everything with the fire. All the computers. They sent the computers away to a special company to get--, see if they could get any of the--, off the disks but they lost everything. The funniest thing was as you went in they had a small bronze figure that was one of the exhibitions or something it was a-- a [inaudible 0:49:39], I spent forever looking through the rubbish looking for this and then I spoke to the secretary, I said, "I cannot find it." She said, "You won't it was fibreglass [laughs]." I thought it was bronze.

Q1: How was the work organised here? Did you have certain jobs, certain people--,

A: You do--,

Q1: [Inaudible 0:50:05]?

A: You do everything. You do everything. That's why--, that's why it's non union [laughs]. Yeah, when we first started you'd get 114 foot passenger boat up here, yeah, we used to employ people, Kitty, we used to employ to come and help paint 'cause we only used to get two weeks/three weeks maximum paint top to bottom, all repairs everything 'cause he was right [laughs]--, I need the boat [inaudible 0:50:42]. 'Cause in them days passenger boats they used to do tripping all day, yeah, parties in the evenings and then do the midnight---, so virtually the boats ran 24 hours and they were the gold days, but since the Marchioness everything---, yeah.

Q1: Yeah, [inaudible 0:51:09].

A: 'Cause nowadays you're not allowed to over plate but all the time MCA, what's the name, DTI they say now you can't over plate but they used to instruct you to over plate this area so and so, but Ken lost it.

Q1: Can you define that?

A: Pardon.

Q1: Could you define over plate? Define it.

A: File it?

Q1: Define. What does it mean?

A: Over plate.

Q1: Yeah.

A: Put a plate on top of a plate, yeah, if it was a bit thin put a plate over the plate like--,

Q1: Like the [inaudible 0:51:43].
Lillian--, Lillian, Mr Pereira, we done Lillian complete hull and as long as it’s done properly it’s all right, every plate has to be sealed, plug welded to [inaudible 0:51:59] can get anywhere to plug weld, but if it’s done properly--, the surveyors used to say, “If it’s done properly there’s nothing wrong with it.” In fact one said, “If you looked at how much over plating is on cross channel ferries you’d be amazed.” And yet now you can’t have--, well contrary to that they don’t know what they’re looking at some of them have still got it [laughs].

Q1: Was over plating in the Marchioness? Was there over plating [inaudible 0:52:25]?
A: Well nearly all the passenger boats were over plated--,

Q1: [Inaudible 0:52:27].
A: Sometimes because--, I wish I still had them, I used to keep--, Ken cleared everything out. Er, the detail I used to write down instructions over plate area so and so, so and so. But there was nothing wrong with it. But since then you can’t over plate.

Q1: Erm, [inaudible 0:52:55], what’s the community on the river like now?
A: What's?

Q1: What's the community on the river like now? What's it like--,
A: I don't get involved [laughs].

Q1: [Inaudible 0:53:05]. Yeah, yeah. So what's the future?
A: It will just die. It will be houses everywhere. Boatyards haven't got the money--, well you can get the work but if somebody come along and say, "I'll give you two million," I'm going [laughs] and that's--, and develop that. I tried to stop next door developing. If you go back to the first--, all the plans of the place, lovely pictures, [inaudible 0:53:46], all boats round it, more boats out the slipway, more boats what's his name, what do you end up? No boats. Grass, lovely garden, that's it. He bought down there Sims' puts in the plans to council chandlery shop, what's the name, what's there? Not a boat. Well two on the moorings. The council don't do nothing. What's the point? Lovely plans, chandlery shop, I'm going to do--, he hates me. I--,

Q1: What kind of--, what would you say to the council that--, I mean how could you persuade the council that this is not a good idea?
A: Well you can't. I mean it's talks. Yeah. I'm afraid you--, they've got the money, it's very easy to twist a few people's arms, yeah.

Q1: But the attraction is the boats.
A: Pardon.

Q1: The attraction is the boats and if the boats go--, see I don't understand why they want to keep building things and destroying…
A: Well what a house by the river is worth.

Q1: Yeah [laughs].
A: I mean I’ve got a--, well got two cottages in Bell Lane the one on the end by the river you would never believe how much they say that’s worth because I’ve got views over the river, I can look up to Radnor Gardens, that's where my daughter lives, and it's worth a fortune. Take
it away from the river it’s worth 300,000 or something. It’s--., yeah, and it’s getting 800 and something thousand they say. So that is the reason. You take all the lovely big flats and that all along the river, yeah, they’re worth a fortune and in London, up north 90,000 if that.

Q1: What advice would you give someone who wanted to get into the industry?
A: Don’t [laughs]. It’s hard work not a lot of money.

Q1: Where does the competition come from then?
A: What competition?

Q1: Well you said it was--., or is it just low overheads? Is that--., I mean or high overheads, is that why you get no money from it? Or is there no work?
A: I didn’t--., I didn’t say you didn’t get any money from it you--., it’s just such a lot of hard work. I mean you do make money, well you’ve got to make money or you wouldn’t do it, but, erm, it’s easier to sell up to a developer and get a lot of money with no work. It’s not--., well let’s put it this way, when the boat comes out you have to go in the water and I used to do it, Ken used to do it, I don’t know if Ken still does it, but I used to go in a wet suit Ken has gone upmarket he’s got a dry suit. I used to come out that river chucking them up and I could go like that and the ice would come off the wetsuit. Yeah. Really cold. Really cold. You used to get a bottle of warm water and pour it down the wetsuit. But before the wet suit we didn’t even have that we used to have a pair of bloomin’ waders, but I was so fed up with getting wet I thought well I might as well get a wet suit and at least I knew I was going to be wet. You used to have these waders that used to come up to here ‘cause you have to go underneath them. I never had--., didn’t worry me in the bloomin’ slightest but after the accident I couldn’t do it. Everything turned it was going to change, you know, it was--., when you lose your bottle it’s no good. No good. So I decided to depart gracefully not that I got a lot of money but--., yeah.

Q1: [Pause] Anything else you’d like to talk about that we haven’t discussed already?
A: Now you’ve caught me [laughs]. No I mean I’ve had good experiences and I’ve had bad ones, yeah. Nearly everybody is dead that--., Len’s gone, they’ve all gone, yeah. But I--., there’s no apprenticeships now, there’s no--., I mean they talk about it but I mean we used to have apprentices here even when I was an apprentice I used to have an apprentice with me, yeah. There was apprentices everywhere but they don’t do it now. Not as such. I don’t even know if Brooklands still do boat building. Brooklands was a good college, yeah. We had teacher was--., he was a lieutenant commander [inaudible 0:59:52], er, and [Pickrin 0:59:56]. [Pickrin 0:59:57] he was the--., he was the head one but he had cancer and he’s died since but--., oh Murdoch. Murdoch! They, er--., they had at the college the Saudi Arabias sent loads of their chaps over that were going to be in the coastguards. Well Saudi Arabia everybody is stinking rich in them days anyhow, and they came over here and they went to Brooklands and one of them went on hovercraft driving lessons, they used to all have rings and god knows what. And they took them to Greenwich to the Cutty Sark and to the museum and although they don’t drink they were in a pub and they got all our teachers blind drunk [laughs]. Yeah, they--., they come to--., I think--., I can’t remember somewhere up river was doing landing craft--., no, not landing craft but gun boats for them and they came over to learn about boats, yeah. I always remember it. He come back, “I was drunk as a lord,” he said. He said, “Muslims they don’t drink, like hell [laughs]!”

Q2: Do you mind if I ask a couple of questions?
A: Pardon.

Q2: Can I ask a couple of questions? So the first one is so where was Brooklands?
A: Where?
Q2: Where was Brooklands?
A: Brooklands.

Q2: Yeah.
A: Weybridge.

Q2: So did you have to travel out to...
A: Yeah we used to go by--. I used to go by train and George [Mellet 01:01:59] from--, he used to work at Toughs. We used to meet at Twickenham Station and in them days you could put in for a grant from the council used to pay the fares. And [telephone ringing]--.

Q2: [Inaudible 01:02:15].
A: I was there five years at Brooklands and...

Q2: How many days a week was that that you were going?
A: One day. One day. Well I started off one day a week Brooklands but I used to go on courses. I’d been on firefighting courses, er, ITC management course. The yard in them days if you were training people you had to have certain workers that, er, had this qualification you--, basically you just went to a pub and make stupid things, you know. And Len he didn’t like anything like that he didn’t want to go, they came here to do him. He walked out the first one but they needed the people here and I went on the course. It was good. I mean meal, drinks, whatever you wanted.

Q2: And who ran the courses? Who was--,
A: Pardon.

Q2: Who was organising those courses? Who organised those courses? Or who was--, who was the...
A: The governor, yeah. But for training purposes and to get a grant you had to have people who had these qualifications, yeah. The firefighting one I went to they had a bar as well, Chertsey Fire Station and it was quite good fun, yeah.

Q2: Can you tell me a little bit about Len Beaumont and what was he like?
A: Len very skilled chap, very skilled chap. None of them done apprenticeships or anything it was just sort of like self-taught. He was in the Army in what’s his name, but he could build boats. He could build boats. He knew what he was doing.

Q2: When did he first come here and you...
A: When did he first came here? I don’t know. He was here when I come. Yeah. He was here when I come.

Q2: And how did it come when you came to the court case that both of you decided to take--., to take on the boatyard together? Was there no one else?
A: I didn’t see myself working anywhere else and he didn’t seem--, and he said, “Shall we try and buy it?” and I--, I said I own a house but I’m sure we can borrow the money and we had Cork Gully behind us, *Sunday Times*. No. It was at the time you don’t realise the chance you were taking. Now I mean I could have lost everything, but it was a way of life I’ve always--., you
know, since I left school apart from the farm I’d only been here, that was 40--., well I can’t remember how--., I can’t even remember how long ago we took over the place [laughs]. I can’t. Honestly can’t, but the time has just vanished. I can remember being on the farm, I can remember working on the farm, used to milk 80 Friesian cows in the morning, 80 Friesian cows at night, bloody fattening pigs, you used to clean them out, driving tractors. I used to drive--., I was 15 I used to drive Land Rover on the bloomin’ roads, yeah. And when I came back I was old enough to drive I went and passed my test first time I’d been driving for years. It’s like my son. My son I used to take up the allotment and let him drive up and down the roads, when we went on holiday I used to give him the keys to the car and he used to drive it round the fields, what’s that? He’s like me, not very intelligent, we’re the same, but he--., he passed first time. Yeah. But he didn’t pass much at school.

Q2: Lots of practise.
A: Yeah.

Q2: [Inaudible 01:06:17].
A: He--., when I was at school everybody wanted an office job they wanted to be brainy, intellectual. Well the friends that I had in our class--., I was in the worst class ever in fact because when I was at school you--., they had this system your English and everything was based on that. Before that I was quite good at maths, I was in a higher level for maths than--., but because your English [inaudible 01:06:55] you went on a basic thing. And ‘cause we were in the roughest lot in the end we didn’t do lessons we got--., they had like, erm, Fulwell--., the school at the back of Fulwell, I don’t know the name, but they used to have, like, huts all the way round the playing fields. We used to go there built canoes, strip down motorcycle engines, everything like that, make model aircrafts. Great story about the model aircraft. The teacher, as I say, “We’re going to build this Jetex powered glider.” So he produced from a box a Jetex motor and opens it up, puts cartridges in, puts the wire in, puts the cap on, screws it up, got a clip, gets two drawing pins, clips it to the desk, lights the fuse, the next second we’re all flat on the floor, this thing is going round the room through the window [laughs] out into the playground. So after the shock and everybody like this well eventually we build the glider, beautiful. It was all doped. Went down to the playing fields, held the glider, lit the motor, vroom, the whole plane burst into--., the fumes from the dope [all laugh]. So it never flown. We used to build Tyne canoes it was a company in St Margaret’s that used to build--., called Tyne Canoes I think it was, we used to build--., they were kits, we used to build them. Yeah.

Q2: So before you even came to doing--., to work here be an apprentice--,
A: Oh yeah.

Q2: You had a lot of skills and a lot of practical…
A: Well I always had a lot of that. Yeah. I’d argue with anybody.

Q2: Was the kind of people you were working with when you were apprentice, could you be a bit kind of gobby to them or would they [inaudible 01:09:22]?
A: Well let’s put it this way, erm, we had a foreman, this was when I first started, and John [Fanning 01:09:34], he was Irish, nice bloke we got on well, but we didn’t have a lot of work. I got told to go down the back end [inaudible 01:09:45]--., no, the front end of the [inaudible 01:09:47] and I had to keep out of the way, right. So, er, on the Friday he said to me, “You haven’t done your timesheet.” And I looked at him and he knew, so I wrote ‘keeping out the way, waiting for foreman to give me a job [laughs].’ He went bananas. I said, “What the hell am I going to put down?”

Q2: What kind of hours were you working there?
A: Pardon.
Q2: What kind of hours were you working?
A: Hours, it was 42 hour week, 42 hour. When I started 42--, 42 hour week. I got a payslip indoors somewhere, I got--, I was earning a fortune on the farm 'cause that's like 15 hours a day, but--, and it was only pence you were getting and my lodgings was coming out of it as well, but here I got one shilling--, one shilling and eight pence a week or something like that. It was nothing, yeah.

Q2: And that went up when you finished your apprenticeship?
A: I've got me apprenticeship paper somewhere and it's all written out how much you get stages, and--; actually you get more than that in the end. There was extra things you used to get, you used to get paid tool money, you used to get paid caulking--, caulking, you'd get extra money for caulking 'cause it's meant to interfere with your heart beat because when you're...

Q2: So can you describe what caulking is?
A: Caulking?
Q2: Yeah.
A: It's when you get the planks, it's a seam, er, you put a third of the plank and it's bevelled out [I call them 01:11:57] but it's bevelled like that at the edge and you get Oakum or caulking cotton and you--, you caulk it all in and decks. But when you done caulking you got extra money.

Q2: So what does caulking do? I mean why would you do caulking?
A: It stops it leaking. It stops it--, it tightens it up and they used to get white lead and putty and fill.

Q2: Was it a particularly dirty job? I mean is that why...
A: Pardon.
Q2: Was it paid more because it was quite dirty or because it was...
A: No, no, no it's not 'cause it's dirty. Evidently caulking interferes with your heart rate or something. It's something to do with the action but you got paid more money for caulking. Yeah. We used to sit by the fire for hours, linseed oil on your hands, Oakum and you have to tease it. You have a bit of a canvass. Very old skills that--; well probably--; well it's probably a few--, well they don't--, they don't even use it now I don't think Oakum they use just caulking cotton. Caulking cotton. Evidently the prisoners used to get the old ropes with the Navy and tease them and you used to get a bloody great [bough 01:13:12] like that and you'd sit by the fire rolling balls of Oakum.

Q2: So all those processes are quite--; they've changed since you were learning all of those processes, you wouldn't do things like caulking or...
A: Well we never have wooden boats now. So I mean, yeah--,

Q2: It's all...
A: It's a dying art. Yeah. We used to steam--; when I was apprentice we were steaming, you used to--, they used to have a torpedo--, old torpedo tube. There's concrete blocks there,
there used to be old torpedo tubes and they turned it into a steamer and you used to put the wood in and the steam off the boiler it used to-- then when that all went we used to get a very long tube and fill it with water, fire at the end just put the wood in the tube and take it out and then bend it for the frames, the oak. And one night I was here working late with Eli and we were putting this plank in and you used to get it up the top, fix it and then [shore 01:14:28] it in, wedge it, [shore 01:14:30] it in to get it to go round the shape and the [shore 01:14:36] flew smacked him in the head and the blood was everywhere and I went [laughs]--, and he just went, “Oh!”

Q2: You fainted.
A: No, but I--, I didn’t feel too good at all [laughs].

Q2: Can you describe to us what it’s like to bring the boats up the slipway, what the process is? How do you do that?
A: The process, er, well it’s quite simple really. Ken will show you, there’s boards--, well it’s all Thames Launches, some of them I drew the boards. What’s his name? But, erm, you have a slipping board and it tells you what packing you need, so and so trolley spaces and some of the passenger boats ‘cause the stern goes up you have a bolster at the back and which supports it, you know. And years ago they used to have a gaugin' board at the side that came out and then ropes with, erm, flags on, all different colours. So you’d have two people at the back, two people at the front and you’d pull the ropes in until the colours were the same so you got it in the middle. And sometimes the bloody rope would get caught somewhere and one colour would be--, it would come up. When we got hold of the yard we put that on [two poles 01:16:17] [laughs] [clamp them up and bring it up 01:16:19] two at the front one at the back.

Q2: So you waited for the tide to be high and then you were [inaudible 01:16:25].
A: Waiting for the tide to come up. Well you put the trolleys right down at the bottom, wait for the tide to come up and then put the--, on the front run and then draw them up.

Q2: What’s the heaviest boats that you could take here on these slipways?
A: Gordon Bennett! I don’t know but [Grand Cruise 01:16:47] I think is the heaviest, I think Ken might have had a heavier one but I don’t known tonnage. Yeah.

Q2: I suppose I think--, I had one more question which was I heard that you--, that there had been some work--, or you’d done some work with film crews.
A: Pardon.

Q2: That you’d done some work with film crews over the years. Can you tell me a little bit about that?
A: What, work with the film crews?

Q2: Yeah.
A: Well that’s mainly through Ken. I mean he was at Watermans or what’s his name. Er, well what’s his name? Oh, the Bond movie we had, erm--, we had them here not for filming this was to do the props. They’d done--, I forget which one, he’d tell you which film it was, er, we done the bus--, you know the bus station where they blew it up all the glass in the Bond movie? Oh! Was it the World Isn’t Enough or what--. I think that’s it anyhow. Well that was all done here. We had barges out the front, [inaudible 01:18:01] and with the Bond movie one worker comes you have medic [laughs], everything, just for one person to come for an
hour. They come with the lot. Yeah, it was [inaudible 01:18:20]. Yeah, we’d done that. Duck Patrol, Handel’s Water Music, oh, there’s tons of film things. The first time I--.

Q2: [Maybe 01:18:31]...

A: Ever got on camera was donkey’s years ago and they were outside the Barmy Arms and the weather presenter was there with his board and the thing, and me and [Charlie Row 01:18:51] were moving a barge and we are coming along like this and the rain was tipping down, the water had gone over the tarp, the news--. the weather forecaster was standing in water ‘cause the tide had come over the top and [Charlie Row 01:19:10] is going, “Effing weather [laughs].” And evidently you could see his lips moving on the TV. Oh, and every day when we done a ferry I was on the bloomin’ news that’s horrible that is. Get a camera pointing at you. I don’t like it ‘cause every time you get on a bus or something, “You were on telly, you were on telly.” Oh, the other thing I’d done it was an advert for Channel 4 Film Festival or something. They came in here with two American film producers and they--. they--. the circular saw they were all filming, they had these little cameras, I’m talking a long time ago, and, er, it was about some bloke chopped his hand off or something but they put the dust on so they can film it. They were here a day doing it all and then three blokes walked through with boiler suits on. In the end the project--. one of these directors said, “Put a boiler suit on and go through as well.” So I’m somewhere on--. I never saw it, it was only in cinemas evidently an advert for some film festival, but the chap said, “Oh, we’ll put you in the book for prime locations for filming.”

Q2: Do they pay quite well if they used you as a location?

A: 300 quid cash [laughs].

Q2: So I suppose I have one more question but Ellie might have in a second, which is just what--. if you look back what’s been your favourite thing about working in this boatyard?

A: My favourite?

Q2: Thing about working at Eel Pie?

A: Well there’s nothing favourite. I mean it’s--. it was a job--.

Q1: What did you enjoy?

A: It was a job. I enjoyed everything. I mean I used to love work. I can assure you I loved work. Yeah. I love work. I love the boats, yeah. It’s fresh air, well fresh air with the fumes but, yeah, it’s varied. I’ve never--. I’ve done everything, you know, everything from top to bottom. Yeah, but most of my life was up in the loft. I’ll ask Ken to get the photographs, yeah, but when you see what was built there quite unbelievable.

Q2: Are there any of the boats which are particularly memorable that you’d like to speak about?

A: The boats?

Q2: Yeah. The boats that you made here, any one stand out that you go that’s...

A: Oh, the Lamenco Pengun were the ones. Yeah, and we also done another big tug called Bison. Bison and it had a cork nozzle and Peter [Hissy 01:22:23], who was the engineer here, you’d never seen a bloke that was so clever in your life. He used to make steam trains and he would make every bit, every bit from the gauges to everything. He was on the [inaudible 01:22:40] he used to get the copper pipe and take it down to exactly the right size, make all the boilers. They used to--. all the bearings on the boat used to be white metal and I used to go round and watch him ‘cause I was fascinated. He used to melt the white metal. They’d got moulds. I think the moulds are still underneath the--. underneath the shed. And they used to fill it with the white metal but before that in the pot he used to test whether it was hot enough.
and he’d get newspaper, fold it up, up like that, and he put it in the white metal if it catches fire it’s too hot. You had to get it so when you put the paper in it just went brown and come out and then they poured. Yeah. But some of the stuff they used to make was fantastic.

Q2: And he was the engineer for the boatyard--,

A: Yeah.

Q2: Or was [inaudible 01:23:44]?

A: For the boatyard. Peter [Hissy 01:23:47]. Very, very skilled. He had an old lath that was built driven. He used to love it. It didn’t have a screw cutting device and he made it to fit the machine so he could do threads with it. Yeah.

Q2: Were most of the instruments handmade for what you were doing? Were lots of those things made by the guys here the tools?

A: No, no, no.

Q2: Most things were bought.

A: Well bought or I bought a lot of stuff off of old shipwrights that were retiring. I had some lovely caulking irons but I let Ted next door have them. I’ve not done any caulking no more. I can’t do nothing no more. I got--., I had that carpal tunnel operation I got--., I lost all the sensation in my hands, yeah.

Q1: When did you leave the boatyard?

A: When?

Q1: When did you leave the boatyard?

A: Leave?

Q1: Yeah.

A: When?

Q1: Yeah.

A: Can’t remember. I honestly can’t remember. Years and years ago.

Q1: Yeah.

A: I haven’t worked for years. In and out of hospital but no my heart is all right it’s everything else. My joints. My joints, arthritis and I’ve got three ulcers. I nearly died just over a year ago. I vomited up five pints of blood nearly. The bloke in the hospital couldn’t believe it. I said, “I feel sick,” he give me one of them paper hats I filled it with blood, just blood and they rushed me into resus and I don’t remember much after that, then they operate down the throat. It’s all done computer screen and they look at the computer screen and they stitch you up and they said it was touch and go whether I made it or not.

Q2: Are lots of these--., these things that you have because of your work here at the boatyard?

Q2: Cold [inaudible 01:26:16].
A: Calm down. Calm down.
Q2: And do you have any more questions?
Q3: Maybe what does it feel like when you come back and visit? Like what does it feel like today, is it...
A: No different. Only thing is I don’t own it. I haven’t all the stress and the worry like 35,000 quid a year rates, you know, and my name is still on it [laughs]. Last time I come he said, “Here are, that’s for you.” I said, “You can have it.”

Q1: Well thank you so much...

[END OF RECORDING – 01:26:56]