

# Arnold E. van Beverhoudt, Jr.

## Interview Questions

### General Questions

1. When did you first realize that you wanted to write a book?

Since childhood, I had always been interested in naval history and I knew about the two U.S. Navy aircraft carriers named "Enterprise" (one during World War II and the other launched in 1961). I was also a big fan of the Star Trek television series and the starship "Enterprise." When Star Trek: The Next Generation started airing in the 1980s, I began to wonder what other ships named "Enterprise" had existed throughout history. I couldn't find a book about that subject, so I decided to start doing my own research, which eventually became my first book These Are The Voyage: A History of Ships, Aircraft, and Spacecraft Named *Enterprise*.

2. Are you a fiction or nonfiction writer and why?

I'm not a fiction writer, simply because I don't believe I have the creative talent to develop interesting, original stories. But, my entire career as an auditor involved nonfiction writing. When you think about what an auditor does, you can see the connection. Although performing audit fieldwork – reviewing an organization's financial records, researching laws and regulations, interviewing agency managers and staff, and so on – are essential, at the end, the auditors still have to put together an audit report that tells the story of what they found. If they found no problems, then the audit report will most likely be a short letter stating that everything was in accordance with rules and regulations.

However, if problems were found, then the auditors have to write a more detailed report that explains the main elements of an audit finding – what should have happened (Criteria), what did happen (Condition), why did it happen (Cause), what was the result (Effect), and what must be done to correct the problem (Recommendation). The audit report has to tell the story about what the auditors found in a factual and convincing way in order to persuade the organization's management that they need to take corrective action.

That's what I did during my 35 years as an auditor. Therefore, I feel more comfortable and confident doing research on some topic that I'm interested in and then telling a factual story about that topic than I am creating a fictional story out of thin air. I admire those who can write fiction, but that's not something I feel qualified to do. I think of myself more of a "historian" than an "author" because, if you look at my books, they all tell or illustrate the history of something. For example:

These Are The Voyages presents the history of ships named "Enterprise."

Island Boy: My Life on the Rock (expanded and renamed Island Boy Meets Island Girl: Our Life on the Rock in 2016) presents the narrative history of my family.

The My Life in Pictures photobook trilogy presents the photographic history of my family.

The U.S. Virgin Islands photobook presents a photographic history of the islands.

The Pacific Island Tours photobook presents a photographic tour, with some history thrown in, of the Pacific islands that have a political relationship with the U.S.

The Walt Disney World photobook presents a photographic history of the theme parks and attractions at World Disney World in Orlando.

The Air and Space photobook presents a photographic history of aviation and spaceflight through the exhibits on display at the National Air and Space Museum and NASA's Kennedy Space Center.

And The Ventures Essential Album Discography presents the musical history of **The Ventures**, which is recognized as the most popular, most prolific, and most influential instrumental rock and roll band in the world.

3. What is your work schedule like when you're writing?

For my two narrative books – These Are The Voyages and Island Boy: My Life on the Rock – I basically put everything else aside and devoted almost all of my time to putting my thoughts down on paper. That was also true for the new, expanded version, which is now titled Island Boy Meets Island Girl. My Helena wife would tell you that I spent just about all day and into the late evening hours at the computer writing, reading, revising, rereading, and then revising some more. This would be my routine for weeks, until the manuscript was finished. I'd then put it aside for a week or two and later go back to reread and revise some more, until I thought the words flowed smoothly and accurately told what I intended to say. The hardest part is trying to make sure that I don't have any typos in the text, because spell-check doesn't catch everything. And even repeated proofreading isn't foolproof.

For my photobooks, the schedule was pretty much the same – working well into the late evenings, day after day, until the book was finished. But the emphasis here, of course, was on the photos that I wanted to include in each book.

One of the first things I did after I retired was to take the time to scan all of my family photo albums and convert them into computerized image files. During that process, I scanned the full pages of the photo albums (not each individual photo) and just did some basic clean-up of the images to correct the colors. Printed photos have a tendency to turn reddish as they age, and I used Photoshop software to remove that reddish tint.

When I started working on the photobooks, I first went through all of the scanned photo album pages and selected which pictures I wanted to use. Then, again using Photoshop, I cropped and sized the images and started the slow process of really cleaning them up. I didn't change the images or process the colors in any way to try make the images better than they originally were, because I wanted them to appear as close to original as possible. What I did spend a lot of time doing, however, was removing the blemishes of time – scratches, hairs, dust spots, mildew stains, and so on.

Just for differentiation, in the first "My Life in Pictures" photobook, which includes very old family photos going back to the 1910s, I tinted the original black and white photos from the 1910s to the 1930s with a sepia tone to give them that antique look. The photos from the 1940s to 1950s I left in the original black and white. From the 1960s on, I left the photos in their original format, whether black and white or color.

#### 4. How do you get your books published?

Back in the 1980s, when I had completed the manuscript for my first book, These Are The Voyages, I struggled with trying to get it published. I even signed up with a well-known literary agent who represented some of the authors of follow-on "Star Trek" novels that were and still are popular with fans of the series.

Unfortunately, the investment of time and money that I put into that endeavor just didn't pay off. The big name publishing houses just weren't interested in my book about ships named "Enterprise." I eventually put aside my manuscript and it sat on a book shelf until about 2009, when I first heard of Lulu.com.

Lulu.com is a print-on-demand company that helps would-be authors self-publish their books. They not only print and produce the books based on your uploaded files, they have an online bookstore where you can put your books on sale. The best part of the Lulu.com process is that you don't have to make a big up-front investment to have X number of copies of your book printed. Instead, they print each copy of your book only when you or a customer orders one. You set the selling price and Lulu.com keeps a portion of that selling price – based on the cost of printing the book plus their profit percentage – and sends you a royalty check every 3 months for the accumulated balance from books sold during that period.

Lulu.com can also make arrangements for your book to be sold through the big book sellers, like Amazon, Barnes & Noble, and so on. But those companies also take a percentage of the royalties, so you – the author – might end up getting just pennies per copy sold. Unfortunately, that's the reality of the business. The average person who writes a book and has it self-published, is usually doing it for the love of writing or wanting to share their stories or their research with potential readers. You'd have to sell thousands of copies of your book for it to be financially profitable.

5. Do you hear from your readers much? What kinds of things do they say?

Yes, I've gotten positive and encouraging feedback from some of my readers, most of that coming through Facebook. All of the comments have been favorable and, particularly with my autobiography – Island Boy: My Life on the Rock – many readers have expressed the enjoyment they got from reliving the "good old days" of life on St. Thomas. My only "complaint" is that I wish more of my readers would add their comments to the reader reviews on Lulu.com and Amazon.com so that other potential readers might be encouraged to get copies of the books.

**Questions About "Island Boy: My Life on the Rock"**  
**Expanded and Renamed "Island Boy Meets Island Girl: Our Life on the Rock" in 2016**

1. Why did you decide to write your autobiography "Island Boy: My Life on the Rock"?

In recent years, I had become interested in genealogy and realized that I had never asked my parents, aunts, and uncles about their family histories. Now that most of them are deceased, it's too late to get that family history from their personal perspectives. Therefore, I'm trying to preserve in writing whatever bits and pieces of our family history that I can document. The same thing is true about my wife, Helena Perkins, and her family. So, I'm also trying to document whatever information we can find about her family.

2. Give me some general background about yourself and your family history.

I was born on St. Thomas, U.S. Virgin Islands in 1950. I'm a direct descendent of Claudius van Beverhoudt, a Dutch settler who came to St. Thomas (probably from St. Eustatius or Saba) in the late 1600s. He was my paternal 6th great grandfather.

My paternal grandfather Ernest van Beverhoudt was born on St. Thomas in the late 1800s and had a dry goods store on Main Street. He sold the store in the late 1930s and moved permanently to Venezuela, where my grandmother Elisa was born. I have many cousins still living there.

My father, also named Arnold, was born in Venezuela but came back to St. Thomas as a little boy and never left. In the 1930s, he opened an auto repair shop just north of the Market Square and operated it until he retired around 1969. The building is still there and is now used by a small neighborhood grocery. In 1932, he married Olga Creque, a member of the prominent St. Thomas family of "Creque's Alley" fame, and they had three daughters. Olga died 1942.

My mother Herminia Benvenuti was born in Puerto Rico. Her maternal grandfather, Tomas Benvenuti, had come to Puerto Rico in the mid-1800s from the Mediterranean island of Corsica. My mother came to St. Thomas in the early 1940s with her mother and sister. She and my father met around 1945 and were married in 1948.

I was born on St. Thomas in 1950 and have lived there my entire life. I went to Sts. Peter and Paul Catholic School and attended the College (now University) of the Virgin Islands.

3. Where did you live and grow up during your early years?

When I was born, my family was living on the 2nd floor of a yellow-brick building on Commandant Gade (commonly known as Garden Street). The house

was owned by the de Castro family, and we rented the 2nd floor from them. I have very faint memories of playing out on the balcony and the small, enclosed backyard of that house.

By 1954, when I was about 4 years old, we had moved to the Petit house – a prominent 2-story house on Denmark Hill, which is just to the west of Garden Street. As was the case at the de Castro house, my family rented the 2nd floor from the owners, the Francois family. Since I was older, I have much clearer memories of living in the Petit house, and I think back fondly to those years. My brother was born while we were living in that house.

Another 4 or 5 years later, we moved again. By this time, two of my sisters were already married and the third would soon also be moving on to start her own married life. So, my parents rented a small, single floor house located at the bottom of Bred Gade Step Street. (That is one of many masonry stairways that the Danes built around the town area so that residents could more easily reach their homes on the hillsides.) We again rented this house from the owner, this time Mrs. Eugenie Forde, a well-known nurse/midwife at the local hospital. By the mid-1960s, I was old enough to get around town on my own, including walking to and from school, visiting the homes of school friends, and going to movie matinee showings at the nearby Center Theater.

Four years later, we moved again. This time was different, however, because we were moving into a brand new house that my parents had bought in a small community just off a country road called Skyline Drive. I would live in that house with my parents, younger brother, and grandmother through my years in high school and college and until I was married.

4. Tell me about your professional career.

In 1971, I started working as an auditor with the U.S. Department of the Interior's Office of U.S. Government Comptroller on St. Thomas. I participated in audits of the finances and operations of the Government of the Virgin Islands. In 1982, the Comptroller's Office became a part of Interior's Office of Inspector General, and continued to perform audits of the Government of the Virgin Islands plus audits of Department of the Interior operations in the Virgin Islands. In 1991, I was promoted to the position of audit manager and put in charge of the Inspector General's audit office on St. Thomas, a position I held until I retired in 2006. During the 5-year period of 1997 to 2001, I was also responsible for general oversight of the Inspector General's audit office on Guam, and had the opportunity to visit some of the Pacific island during those years.

5. Are you married? Who is your spouse? Do you have children?

I'm married to Helena Perkins, who was also born on St. Thomas. Some of her family members were also well-known on the island. Her father, Viggo Perkins, was a long-time official with the Government of the Virgin Islands during the 1930s and 1940s, that included being the chief purchasing officer for the Government later in his career. After retiring from government service, he owned and operated a neighborhood grocery store in Savan. Helena's grandfather Charles Perkins was a prominent barber on St. Thomas, as was her uncle Eric Perkins. Charles had his barber shop in the building now known as Bethania Hall (next to Frederick Lutheran Church). Years later, Eric had his barber shop right across the street in the Grand Hotel.

Like my mother, Helena's mother Matilde Garcia was born in Puerto Rico and came to St. Thomas in the 1940s, where she met and married Helena's father. As coincidence would have it, my parents were very close friends with Helena's aunt Aracelis Garcia and her husband Gerard Nicholson. In fact, Helena and I had attended family functions with our parents at the Nicholsons' home but never actually met each other until 1972, when I was performing an audit at V.I. Department of Finance, where Helena worked.

Helena and I started dating and were married in 1974. We have a daughter (Selene) and granddaughter (Jaidyn) both of whom live in Florida with our son-in-law John. Selene is a website designer/developer and has her own online business, which is called iDesign Studios ([www.idesignstudios.com](http://www.idesignstudios.com)).

6. Do you have any hobbies or personal interests?

On a personal level, I've had a life-long interest in aviation, space exploration, naval history, and auto racing. So, my hobbies have revolved around those interests – mainly through reading about or building scale models of airplanes, spacecraft, ships, and race cars. I'm also a big fan of The Ventures, who are an instrumental rock and roll band that was started in 1958 and is still active as of 2016. I'm a big fan of the entire "Star Trek" franchise and I also love to visit the Walt Disney World theme parks in Florida.

7. Did you have any childhood heroes or idols?

Yes, I did and, as a matter of fact, I have an entire chapter of "Island Boy" devoted to my heroes and idols. Those include a number of "classic era" movie stars who I was exposed to by my father. (He had a side business producing local movie newsreels that were shown at a local movie theater during the 1950s.) Other childhood heroes included: Charles Lindbergh, the World War II "Flying Tigers," and Richard Bong, who was (and still is) America's top fighter ace; all of the NASA astronauts but especially the original Mercury astronauts and, of course, the Apollo 11 moon landing astronauts; race car drivers and builders Carroll

Shelby (Cobra racers) and Dan Gurney (Eagle racers); Presidents John F. Kennedy, Ronald Reagan, and Barrack Obama; and Walt Disney.

8. Where is "Island Boy Meets Island Girl" available and in what formats?

"Island Boy Meets Island Girl" and all of my books are available at Lulu.com, which originated the self-publishing business and makes it very easy for any author to publish their books and make them available for sale online. My books are available both as high-quality, large format (11" x 8.5") paperback books and as PDF ebooks, which are compatible with most ebook readers such as the Kindle Fire, Apple iPad, and Barnes & Noble Nook. My Lulu.com book store can be found at [www.lulu.com/spotlight/arnoldvb](http://www.lulu.com/spotlight/arnoldvb). You can also purchase any of my books from Lulu.com through links on my Sandcastle V.I. website.

## Questions for "These Are The Voyages"

1. What got you interested in the history of ships named "Enterprise"?

I think that my earliest exposure to the name "Enterprise" was when I was 5 or 6 years old and I watched my father build a scale model of the World War II aircraft carrier USS Enterprise. During history classes in school, I learned about some of the amazing victories of that ship during the war. In 1961, the brand new nuclear aircraft carrier USS Enterprise was launched, and I was also fascinated by that ship. I had a motorized model of that Enterprise and remember sailing it at Magens Bay on St. Thomas.

When the popular TV show Star Trek aired during the late 1960s, I was again exposed to a ship named USS Enterprise – Captain Kirk's starship. But it wasn't until the new series Star Trek: The Next Generation came on the air in 1987 that I really began wondering about the history of the name and what other ships had carried the name "Enterprise."

2. How did you do the research for "These Are The Voyages" and what challenges did you have in getting it published?

Luckily for me, when I really became interested enough to start doing research, the internet was just catching on and it became easier to find information online. I searched for naval, maritime, and aerospace museums and wrote to those museums asking for whatever information they could send me on ships named "Enterprise." I ended up getting a wealth of information and some photos from naval and maritime museums in France, Great Britain, Canada, Australia, and the United States. I also got information on air and space craft from NASA, the Smithsonian Institution's National Air and Space Museum, and the Goodyear Tire and Rubber Company (the Goodyear blimps). I also did research of published sources at the Enid Baa Public Library and the University of the Virgin Islands' library, both on St. Thomas. I found quite a few more references to naval and commercial sailing and steam-powered vessels named "Enterprise."

Back in the late 1980s/early 1990s, when I had completed the manuscript for These Are The Voyages, I struggled with trying to get it published. I even signed up with a literary agent who represented some of the authors of follow-on "Star Trek" novels. Unfortunately, the investment of time and money that I put into that endeavor just didn't pay off. I eventually put aside my manuscript and it sat on a book shelf until about 2009, when I first heard of Lulu.com, which was the first of the print-on-demand companies that help would-be authors to self-publish their books.

3. I see that you have a foreword by one of the NASA astronauts. How did that come about?

My connection with Admiral Richard H. Truly was really just a lucky thing. At some point in the early 1990s, I was attending an audit training session in Washington, DC. As luck would have it, one of the other attendees was the then-Director of the National Air and Space Museum. I later contacted him and asked if he would be willing to write a foreword for my book. He responded that a better person for my foreword was Admiral Truly. He pointed out that Admiral Truly not only flew the prototype space shuttle Enterprise, but also had been a naval aviator and flew missions aboard the aircraft carrier USS Enterprise earlier in his career. That sounded perfect!

I wrote to Admiral Truly, sending him a copy of my manuscript, but not really expecting to receive a response. But a short time later, I was so surprised to receive a long-distance telephone call from him, accepting my invitation to write the foreword. My contacts with Admiral Truly over the years have shown him to be a soft-spoken and gracious person, who earned my greatest respect even more than the fact that he was a bonafide space hero who flew into space aboard the space shuttles Columbia and Challenger.

4. How many "Enterprises" have there been throughout history?

In an appendix to "These Are The Voyages" I list about 200 vessels named "Enterprise" that I learned about during my research. That includes just about every class of sailing vessel, from the largest aircraft carrier to the smallest private sailing yacht. The vast majority of the private vessels were of American, British, Canadian, and Australian registry. One unexpected find was a small armed patrol boat operated by the government of the island-nation of Barbados.

Within the pages of "These Are The Voyages," I give detailed information and photographs (where available) of about 75 vessels. That includes naval ships, private and commercial vessels, real aircraft and spacecraft, and the fictional starships of Star Trek.

5. Tell me a little about some of the more interesting ones.

Although one source referred to a British warship named the "Enterprise of England" during the battles of the Spanish Armada, I could find no verification of the existence of such a ship. The first confirmed ship named Enterprise was a French Navy frigate called l'Entreprise (French spelling of "Enterprise"). She was captured by the British Royal Navy in 1705 and became the first HMS Enterprise. Through the 1700s, there were about five different HMS Enterprises.

The first American Enterprise was a small British sloop called HMS George that was captured by Colonel Benedict Arnold in 1775 and renamed "Enterprise." Although not officially "USS Enterprise" because the U.S. Navy hadn't yet been formed, it is considered to be the first of eight U.S. naval vessels to carry the name "Enterprise." This sloop played a major role in disrupting a planned British invasion of New York by way of Lake Champlain, and is credited with aiding American victory in the Revolutionary War.

Another important USS Enterprise was a 12-gun schooner that was built in 1799 and earned great distinction sailing against French privateers, the pirates of the Mediterranean's Barbary Coast, the Royal Navy during the War of 1812, and even some pirates of the Caribbean. She ran aground on Little Curacao Island in 1823.

Between 1848 and 1853, an Arctic exploration ship named HMS Enterprise braved the treacherous frozen seas north of Canada in search of the exploratory expedition of Sir John Franklin, which had sailed into those same Arctic waters in 1843 and disappeared without a trace.

Throughout the 1800s, paddlewheel steamboats named "Enterprise" sailed the rivers of America, Canada, and Australia carrying on trade and providing passenger service in wilderness areas.

In more recent times, during World War I, several small American, British, and French vessels named "Enterprise" provided auxiliary services for the troops fighting in that war. These included British tugboats and minesweepers, French patrol boats, and an American harbor patrol craft.

During World War II, there were two major combatants named "Enterprise." Those were the aircraft carrier USS Enterprise, which participated in almost every major battle in the Pacific and became the most decorated ship in U.S. history, and the light cruiser HMS Enterprise, which participated in combat missions in the North Atlantic, the Mediterranean Sea, the South Atlantic, the Indian Ocean, and the Pacific Ocean.

Most recently, the nuclear aircraft carrier USS Enterprise was deactivated in 2012, after 50 years of service around the world. That included participating in the Cuban Missile Crisis, the Vietnam War, action against Libya in the Mediterranean and against Iran in the Persian Gulf, and action against Al Qaeda terrorists in Afghanistan and Iraq after the 9-11 attacks.

In the realm of air and space, in 1794 France used a hydrogen-filled balloon named l'Entreprise to spy on Austrian troop movements and in 1861 the Union Army also used a hydrogen-filled balloon to spy on Confederate troop movements near Washington, DC. Throughout the period of 1934 to 1991, the Goodyear Tire and Rubber Company had three Goodyear blimps that were named "Enterprise."

NASA's prototype space shuttle Enterprise paved the way for the space-worthy space shuttles by successfully completing unpowered tests in 1977. Tragically, in 2014, Virgin Galactic's privately-built spaceship (commonly called SpaceShipTwo but formally christened VSS Enterprise) broke apart in flight during tests for future commercial flights to the edge of space. Pilot error was ultimately found to be the cause of the accident. Lastly, the Star Trek franchise has brought to virtual reality no less than 10 different starships named "Enterprise," spanning from the 22nd to the 26th Centuries.

6. Have you ever had the opportunity to actually see any of the ships discussed in the book?

In 1998, my family and I had the pleasure of a VIP tour of the nuclear aircraft carrier USS Enterprise (CVN-65). That came about after I had sent copies of my "These Are The Voyages" manuscript to the ship's Commanding Officer for the ship's library. Enterprise's public affairs officer later contacted me to make arrangements for the tour during an upcoming visit by the ship to St. Thomas. That was a "dream come true" for me!

During the 1990s and early 2000s, the luxury yacht "Enterprise V" frequently made visits to St. Thomas and could be seen moored along the Veterans Drive waterfront. The yacht was originally owned by the Amway Corporation, but has since been sold and her name changed.

I've also had the opportunity to see the Massachusetts Maritime Academy's training ship USTS Enterprise during a stopover at St. Thomas during its 2007 training cruise. [The ship was renamed USTS Kennedy in 2009, after the death of Senator Edward Kennedy.]

7. Where is "These Are The Voyages" available and in what formats?

"These Are The Voyages" and all of my books are available at Lulu.com, which originated the self-publishing business and makes it very easy for any author to publish their books and make them available for sale online. My books are available both as high-quality, large format (11" x 8.5") paperback books and as PDF ebooks, which are compatible with most ebook readers such as the Kindle Fire, Apple iPad, and Barnes & Noble Nook. My Lulu.com book store can be found at [www.lulu.com/spotlight/arnoldvb](http://www.lulu.com/spotlight/arnoldvb). You can also purchase any of my books from Lulu.com through links on my Sandcastle V.I. website.

## Questions for the "Island Boy Photobooks"

1. Why did you decide to put together your series of "Island Boy Photobooks"?

It was really for the same reason that I decided to write my autobiography – to preserve my family's history, in this case the photographic history.

My great uncle Desir M. Monsanto was deeply into photography and had a treasure trove of old family and island photos, going back (possibly) to the late 1800s. Thanks to my cousin Amalie Parrott, who found a box with hundreds of Uncle Desir's 35mm slides and lent them to me so that I could digitize them, that part of his photo collection has been saved for future generations. However, I haven't yet been able to find out what happened to Uncle Desir's physical photo albums after he died.

My father was also deeply involved with photography and film making. In fact, although by trade he was an auto mechanic and from 1932 to 1969 owned the "Your Service Station" auto repair shop behind Market Square, he also had a side business called "Beverhoudt Motion Picture Service." He had movie-making equipment at home and produced island newsreel films that were shown at one of the local movie theaters. A favorite topic was the annual carnival parades of the 1950s and 1960s. He also took many family home movies and photographs. Unfortunately, when 1989's Hurricane Hugo destroyed my parents home, it took almost all of my father's films and photo albums with it. Only a very few old family photos and home movies were salvageable.

I've therefore taken it upon myself to digitize and preserve for future generations as many of the surviving old family photos and my own more-recent family and scenic photos as I can. My hope is that, by putting together themed collections with the best of those photographs into books that are published and available to a wide audience, those family treasures can be preserved for many years to come.

2. How many "Island Boy Photobooks" have you put together and do you have any more planned?

As of June 2016, I have put together seven "Island Boy Photobooks" and one additional photobook that is outside of the "Island Boy" theme. I presently do not have any more planned, but I'll run through the ones that are available.

"The U.S. Virgin Islands" is a scenic tour of the three main islands – St. Thomas, St. Croix, and St. John – through a period of 110 years. I began with some public domain photos from the 1910s to 1940s that were available from the U.S. Library of Congress. Those pictures show the islands as they were before I was born. Photos from the 1950s to 1960s were taken mainly by my great uncle Desir Monsanto, with a few taken by my father or other family members. The rest of the

photos, from the 1970s through to 2014, were taken by myself, my brother Steven, or other family members. (In all cases, photos that aren't mine are credited to the photographer.) This photobook has about 310 scenic photos and several maps of the islands.

"Pacific Island Tours" is a similar photo tour of some of the islands of the Pacific that are associated politically with the United States. Those island groups are Hawaii, Guam, the Northern Mariana Islands, American Samoa, the Marshall Islands, Micronesia, and Palau. My connection to those islands was through my career as an auditor with the U.S. Department of the Interior. During the years 1997 to 2001, I had the opportunity to visit some (not all) of these island groups. In this photobook, I present 340 full color photos, showcasing the beauty and some of the culture of the Pacific islands. I also included short histories and maps of the islands.

"Walt Disney World" is the biggest of my photobooks and contains more than 700 full color photos of the Disney theme parks and resort hotels over a period of more than 40 years – 1972 to 2013. The majority of the photos are mine, with some taken by my brother Steven and daughter Selene during their own family visits to the parks. In putting this photobook together, I wasn't trying to catalog every attraction in each of the theme parks. Instead, I tried to show how things had changed over the years, by highlighting newer attractions or changes to existing attractions. Although this photobook admittedly has a very specific target audience, I think anyone who loves the Disney theme parks would enjoy the visual journey through the years.

"My Life in Pictures" is a trio of photobooks that presents my family history in pictures and complements the narrative history in "Island Boy Meets Island Girl: Our Life on the Rock." "My Life in Pictures 1" includes family photos from 1910 to 1979. It begins with photos of my grandparents and my wife Helena's grandparents, then continues with photos of our aunts, uncles, and other family members through the 1910s to 1930s. The second chapter covers the 1940s and begins to show our parents, older siblings, and family members from that era. The family photos continue, decade by decade, through to the 1970s. I also included some scenic photos to present some context to current events and conditions on the islands at the time. "My Life in Pictures 2" follows the same pattern of family and scenic photos through the decades of the 1980s and 1990s. Lastly, "My Life in Pictures 3" brings the family history up to date with family and scenic photos from the 2000s and 2010s, through 2014. That year, Helena and I celebrated our 40th wedding anniversary. So it was a good cut-off point for the book.

"Air and Space" reflects my deep interest in aviation and space exploration. I've been very fortunate that, during my career as an auditor, I had many opportunities to visit Washington, DC on business trips. That gave me the added opportunity to take personal time to visit some of the museums and memorials, with my favorite

being the National Air and Space Museum. Likewise, Helena and I visit Florida periodically, both to visit our daughter and other family members who live there and for specialized medical exams. Several times, we've had the opportunity to take side trips to visit NASA's Kennedy Space Center. Therefore, over the years, I've taken hundreds of photos of the exhibits at both the National Air and Space Museum and the Kennedy Space Center. So, I decided to again preserve these photos in a photobook that might also be of interest to other air and space enthusiasts. This book is jam packed with over 700 full color photos, showcasing the history of flight – from before the Wright Brothers to the International Space Station.

Lastly, "The Ventures Essential Albums Discography" is a personal tribute to my favorite musical group, the instrumental rock and roll band "The Ventures." The band was formed in 1958 by two construction workers in Washington state who decided to make a career change into music. Their first nationally-released single "Walk Don't Run" hit #2 on the Billboard Charts in 1960, and that was the beginning of an amazing musical career. They were inducted into the Rock and Roll Hall of Fame in 2008 in recognition of their worldwide success and their influence on many well-known musicians who were inspired to play guitar after hearing the music of "The Ventures." What I've done (with the "blessing" of The Ventures) is to catalog, with album cover art and song lists, the most important albums of their long career – from 1960's Walk Don't Run to 2014's Sounds of Summer. That's an amazing 185 albums containing 1,171 different songs!

3. Did you have any challenges in putting together your photobooks?

Yes, there were several challenges along the way. First, although I had already digitized my entire family photo album collection, each digital file contained a full page from an album. So, I had to go through those digital "pages" and extract the individual "photos" that I wanted to use. Then, I had to size and crop the images to proportions that would fit on the 11" x 8.5" page size of the photobooks. Cleaning up the individual images to remove scratches, dirt spots, and other blemishes also took a very long time.

Once I had the images ready for a particular photobook, I then opened up a new word processing file and started to lay out the photos on the pages. This presented a bit of a challenge and a trade-off that I had to face. Although one might think of a photobook as something like a scrapbook with decorative page backgrounds and the images arranged in different positions and angles, that type of layout just wasn't practical for the hundreds of photos I wanted to include in each photobook. Also, I wanted to caption each photo to give the reader some information on what the photo was showing and to tell a story through the photos and captions. So, I went with a "keep it simple" approach.

Each photo is presented on a white background and with a simple black border and the caption in an easy-to-read font either directly below or next to each image. That let me to fit more, reasonably-sized photos on each page and keep the overall page count to a number that would allow me to offer the books at a price that would be affordable to potential buyers.

I quickly found out that full color printing – with the heavier stock, glossy paper that color printing requires for a descent image quality – almost doubles the cost of printing as compared to the same book with only black and white photos.

Even so, I realized that the cost of producing each photobook was going to result in a relatively high selling price – from \$50 ("My Life in Pictures") to \$90 ("Walt Disney World") depending on the number of pages. Thankfully, Lulu.com allowed me to apply a hefty 30% discount to each book, which brought the selling prices down to below \$50 for all of my Island Boy Photobooks except "Walt Disney World," which is the largest (at 270 pages) and is discounted to \$63.

Those prices are still higher than I'd like to see them, but at least I've been able to also offer all of my books as PDF ebooks at a standard price of \$5 each. That makes all of them affordable to everyone. The PDF ebooks are in standard Adobe Acrobat format, which is compatible with all computers plus Kindle Fire, Barnes & Noble Nook, and Apple iPad tablets. In fact, the images are actually clearer and the colors sharper when viewed on a tablet or computer screen vs the printed page.

4. Where are your "Island Boy Photobooks" available?

The "Island Boy Photobooks" and all of my books are available at Lulu.com. Lulu essentially invented the self-publishing business and makes it very easy for any author to create high-quality books and make them available for sale online. As noted earlier, my books are all available both as high-quality, large format (11" x 8.5") paperback books and as PDF ebooks, which are compatible with most ebook readers, such as the Kindle Fire, Apple iPad, and Barnes & Noble Nook. My Lulu.com book store can be found at [www.lulu.com/spotlight/arnoldvb](http://www.lulu.com/spotlight/arnoldvb). You can also purchase any of my books from Lulu.com through links on my Sandcastle V.I. website.